April 2007 / £3.50 / Issue 12

PREVIEWS: 1:72 EAAK AAV7 ■ 1:48 PORSCHE KING TIGER ■ AND MORE...

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THE CAT'S NEW COAT

AFV Club's late Tiger I gets all covered in zimmerit

DOUBLE TROUBLE

Glenn Bowen builds two of Tamiya's good old SU-85s

KATY IN THE SUNSHINE

Building Accurate Armour's Austin K2 Ambulance

ANCIENT ONE
2124
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AIM FOR IRAQ

Jim Carswell tells us all we need to know about building Dragon's new M1A1 AIM Abrams

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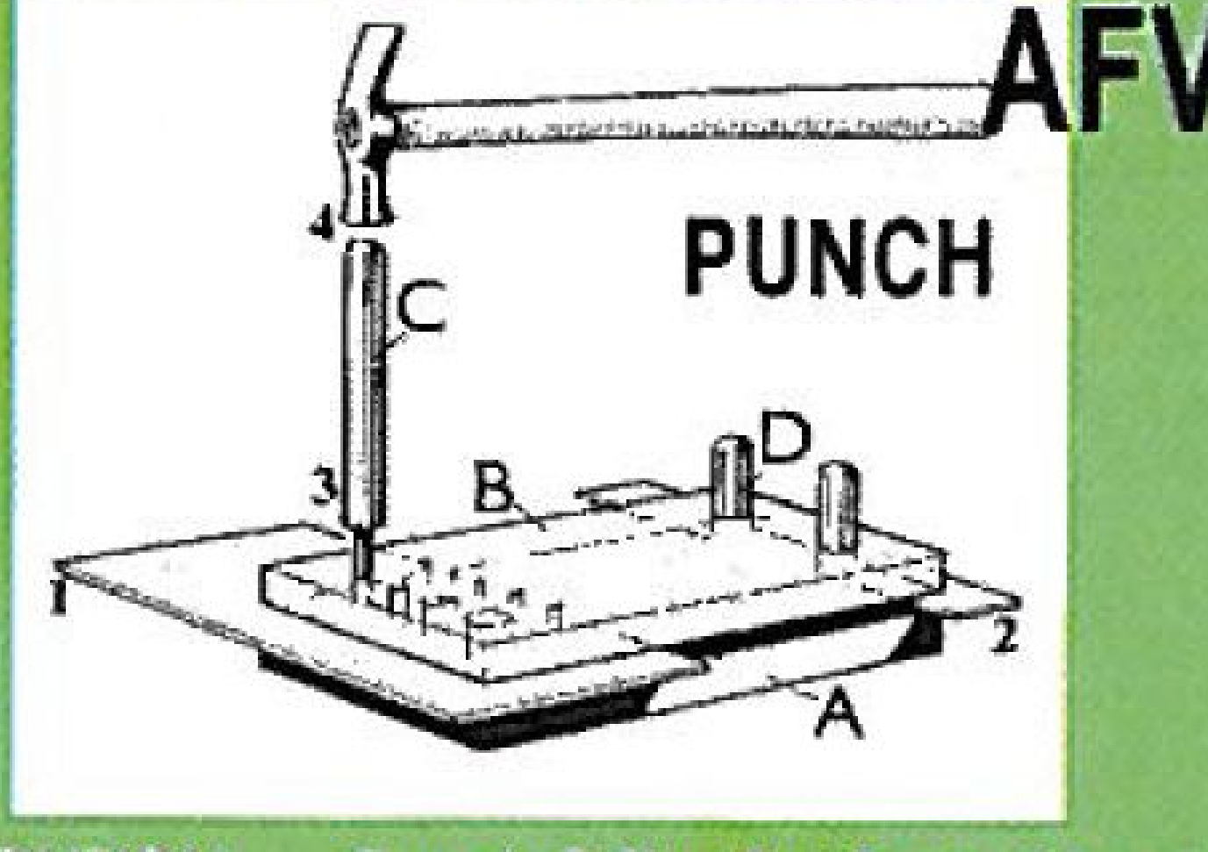

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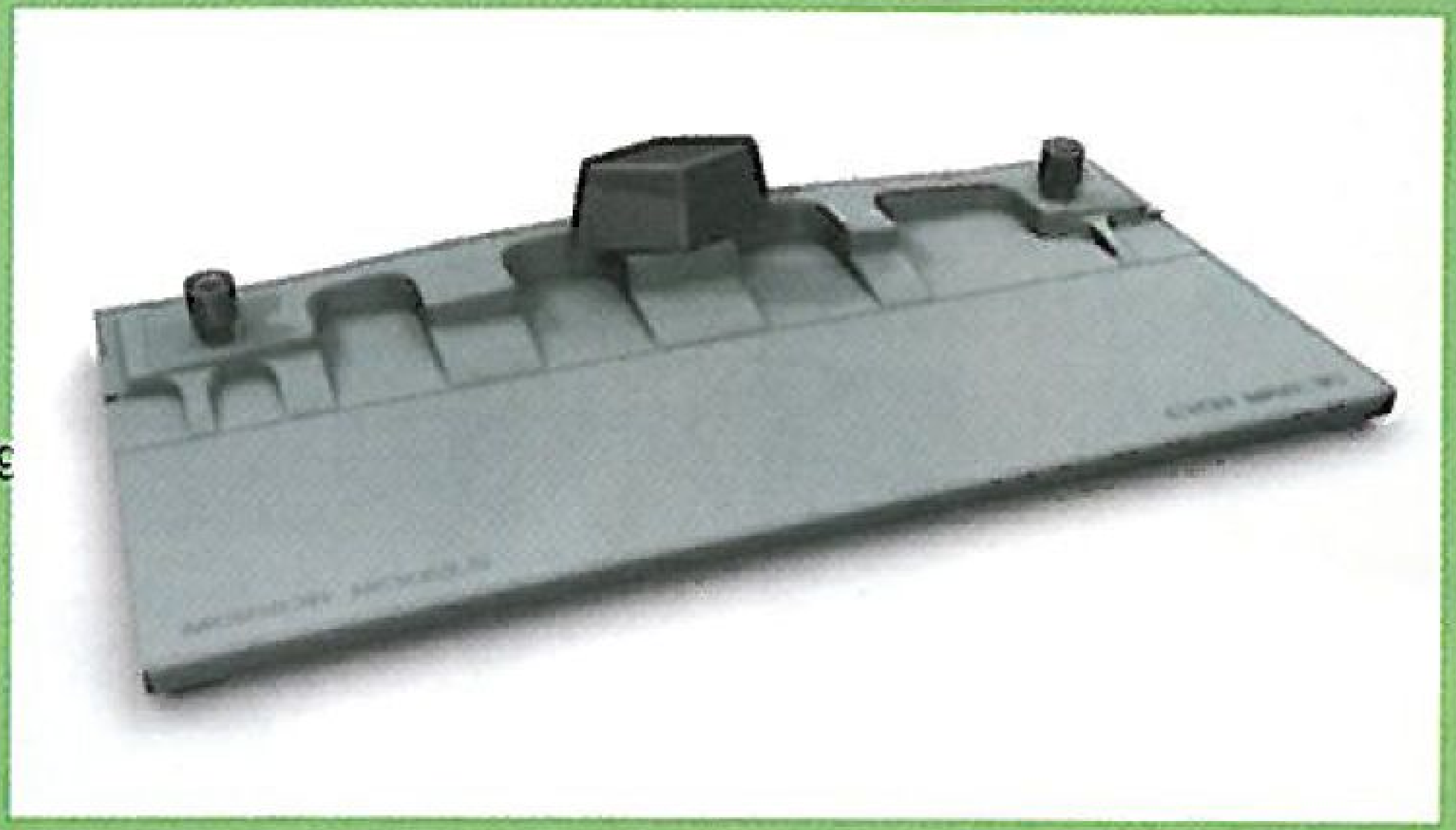

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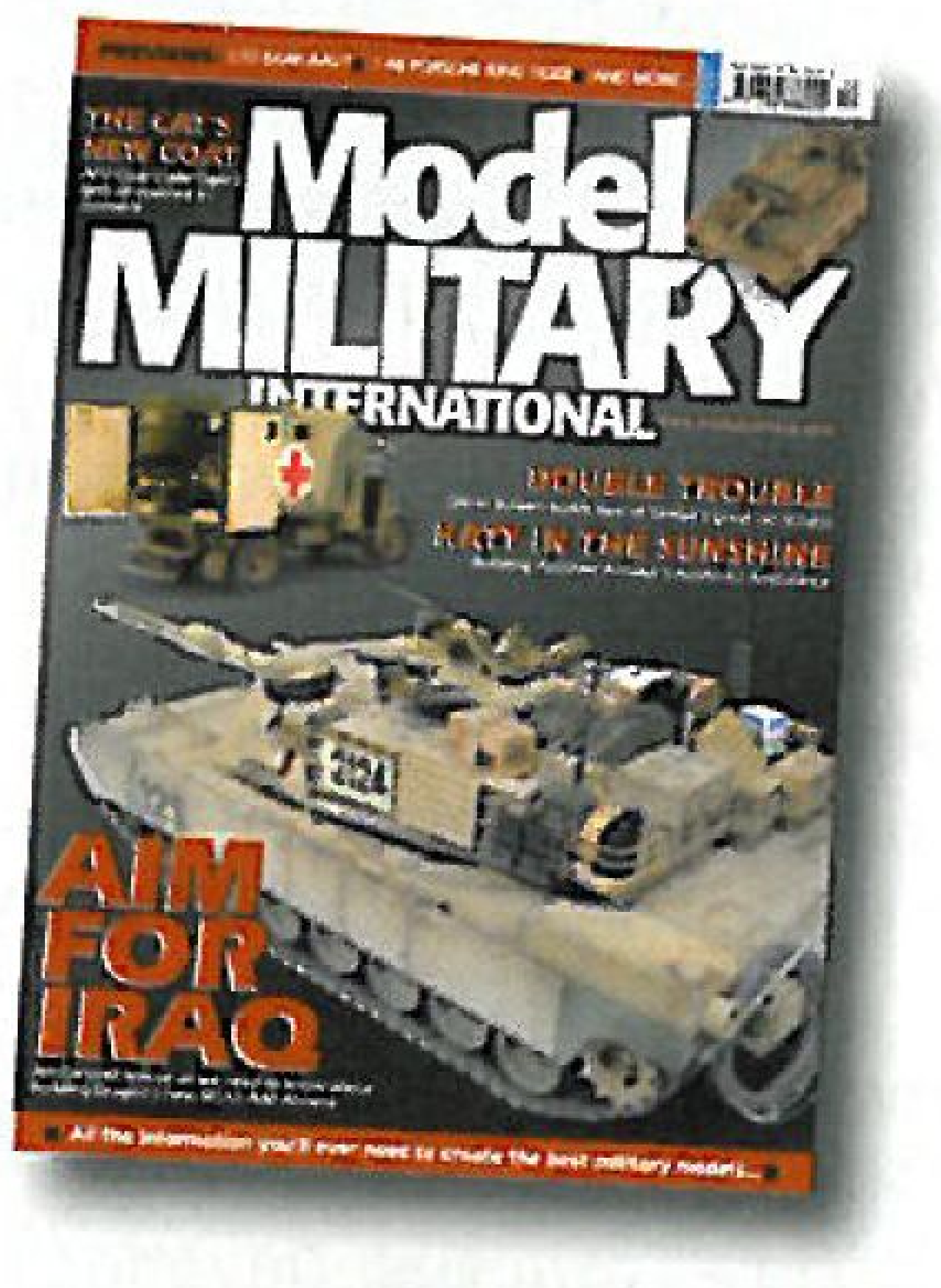

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ISSN 1749-8864

Newsline - April'07

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Diary Dates...

March 17-18th
Cyprus IPMS Model show
and competition.
Skali Cultural Centre, Nicosia.
yiokis@cytanet.com.cy
Tel: (357)22353110

March 25th
The Potteries Model Show.
Meir Community and Education Centre, Pickford Place, Meir.
Doors open at 10am.
Club displays, traders, refreshments and a competition.
Alan Ewart: 01782 388892
ewaal253@aol.com or
Mick Copestake: 01782 392353

April 21st
British Model Soldier Society Show, Royal National Hotel, London. *www.btinternet.com/~model.soldiers/page4.html*

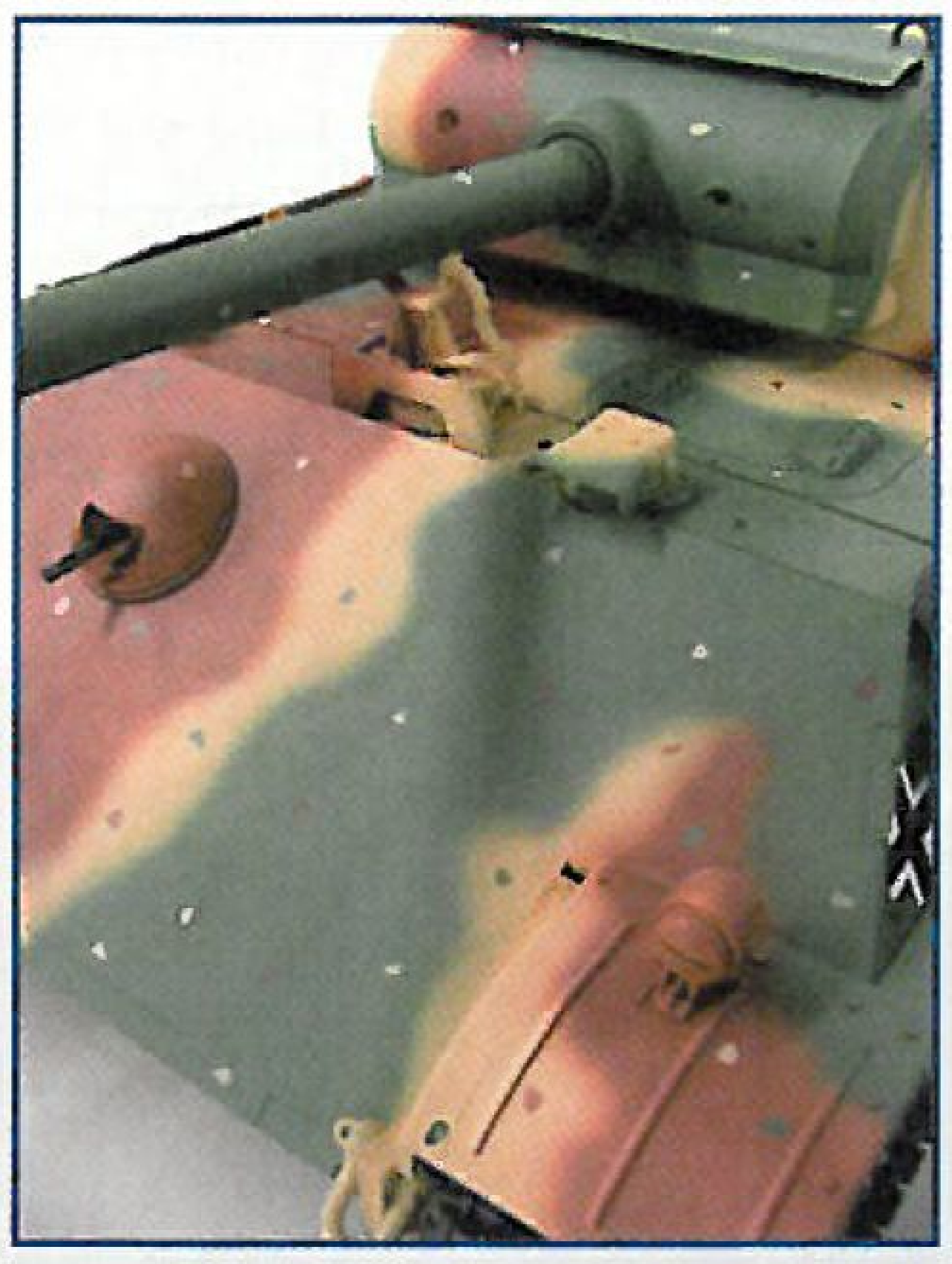
April 21/22nd
AMPS, Havre de Grace, Maryland, USA.
www.amps-armor.org/amps

April 28/29th
Scottish Nationals.
Dewars Centre, Glover Street
Perth PH2 0TH, Scotland.
Show open from 10am to 5pm both days, lots of clubs and traders.
Contact: 01738 441365
Traders: Nairn Barclay - 01382 801081
http://www.scotnats.org.uk/show_index.htm

May 12th
Southdowns Model Show.
Lancing Parish Hall, Lancing, West Sussex.
More room this year with clubs and traders in attendance.
Early booking advisable to avoid disappointment!
Paul Janicki: 01403 782638
or Craig Wells: 01273 279635

May 26th
IPMS Torbay.
Torquay Town Hall Devon.
This one I will be attending as this is my local club and are a great bunch of guys visit. (*Ed*)
Contact: Les wells at
wellzy2002@yahoo.com

May 26/27th
Concours International de Maquettes, Musee des Blindes, Saumur, France.
www.musee-des-blindes.asso.fr

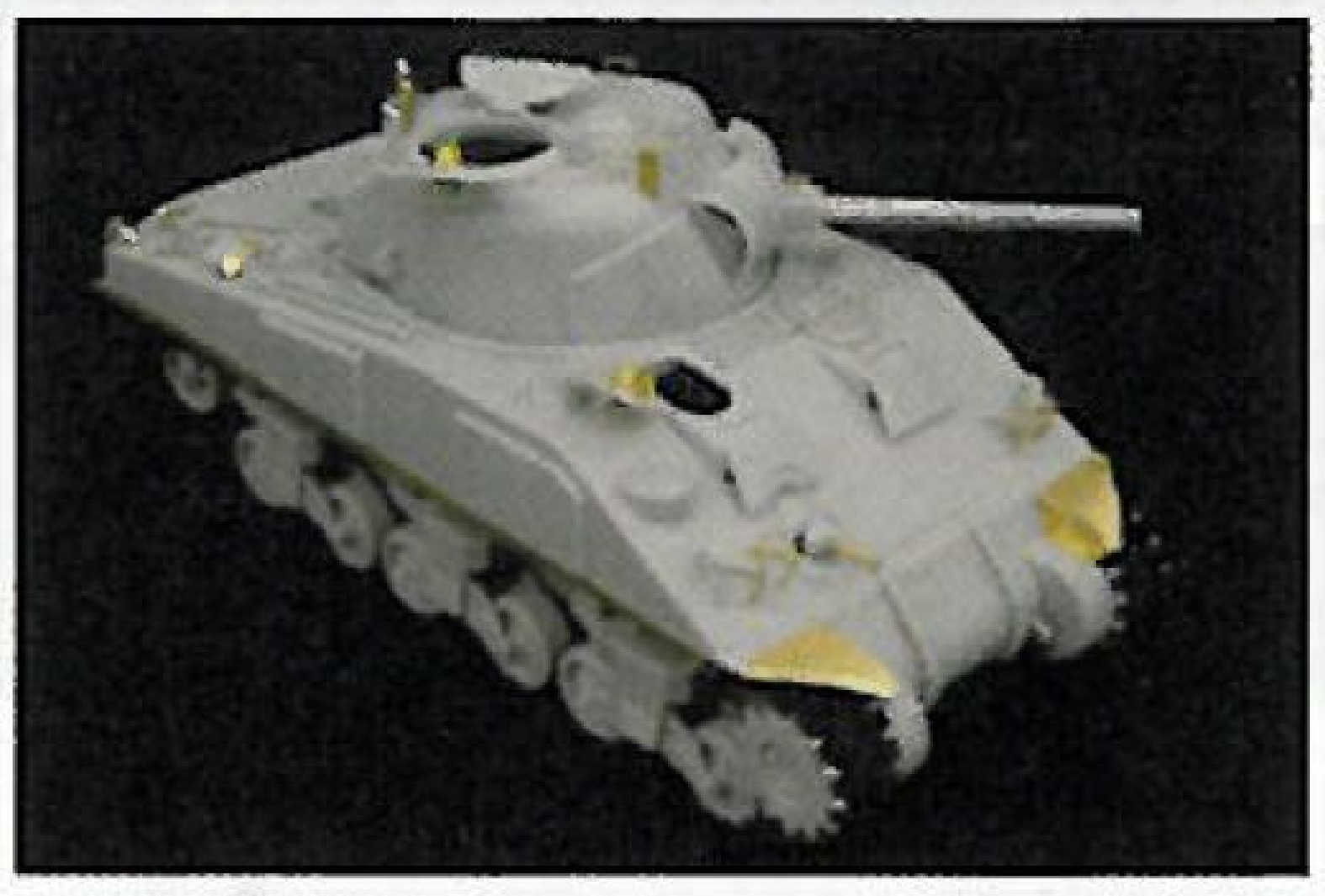


BIG NEWS ON A BIG CAT

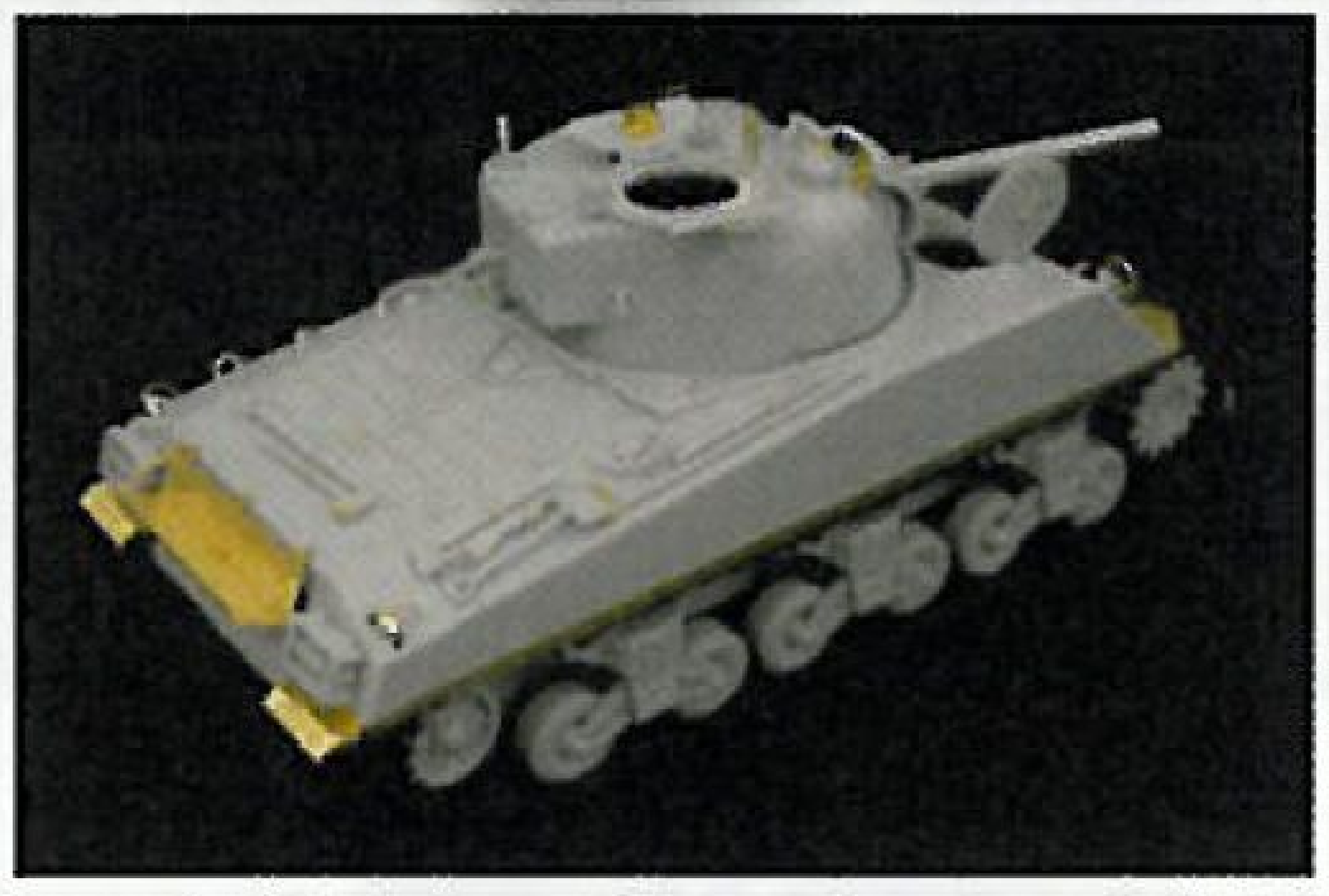
At the time of going to press, we have just received some early shots of Tamiya's all new 1:16 radio controlled late Panther G. This we are sure will be a big hit with both the RC boys and large scale modellers alike and as we have come to expect the up-grades and details sets will be following along shortly after (we know Aber have a comprehensive set in the pipe line.
www.tamiya.com

HAULER UPDATES

Hauler have been very busy of late, making sure fans of the increasingly popular range of 1:48 armour are well catered for when it comes to detailing the latest build. Some of the highlights of the latest release include...



HLX48160
M4 SHERMAN (Hobbyboss)
PE parts for HOBBYBOSS kit
(84806)



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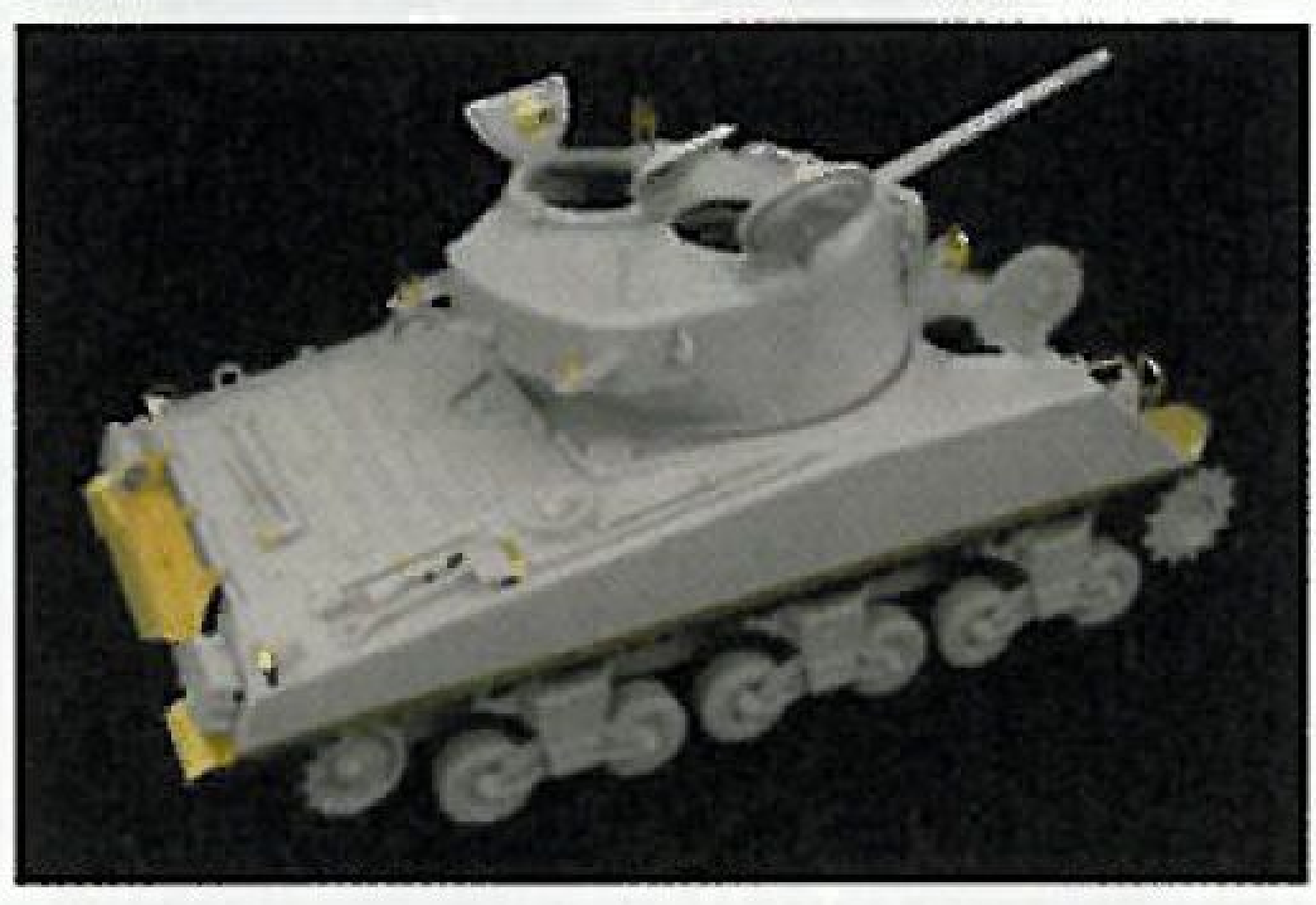
M4A3 SHERMAN (Hobbyboss)
PE parts for HOBBYBOSS kit
(84806)



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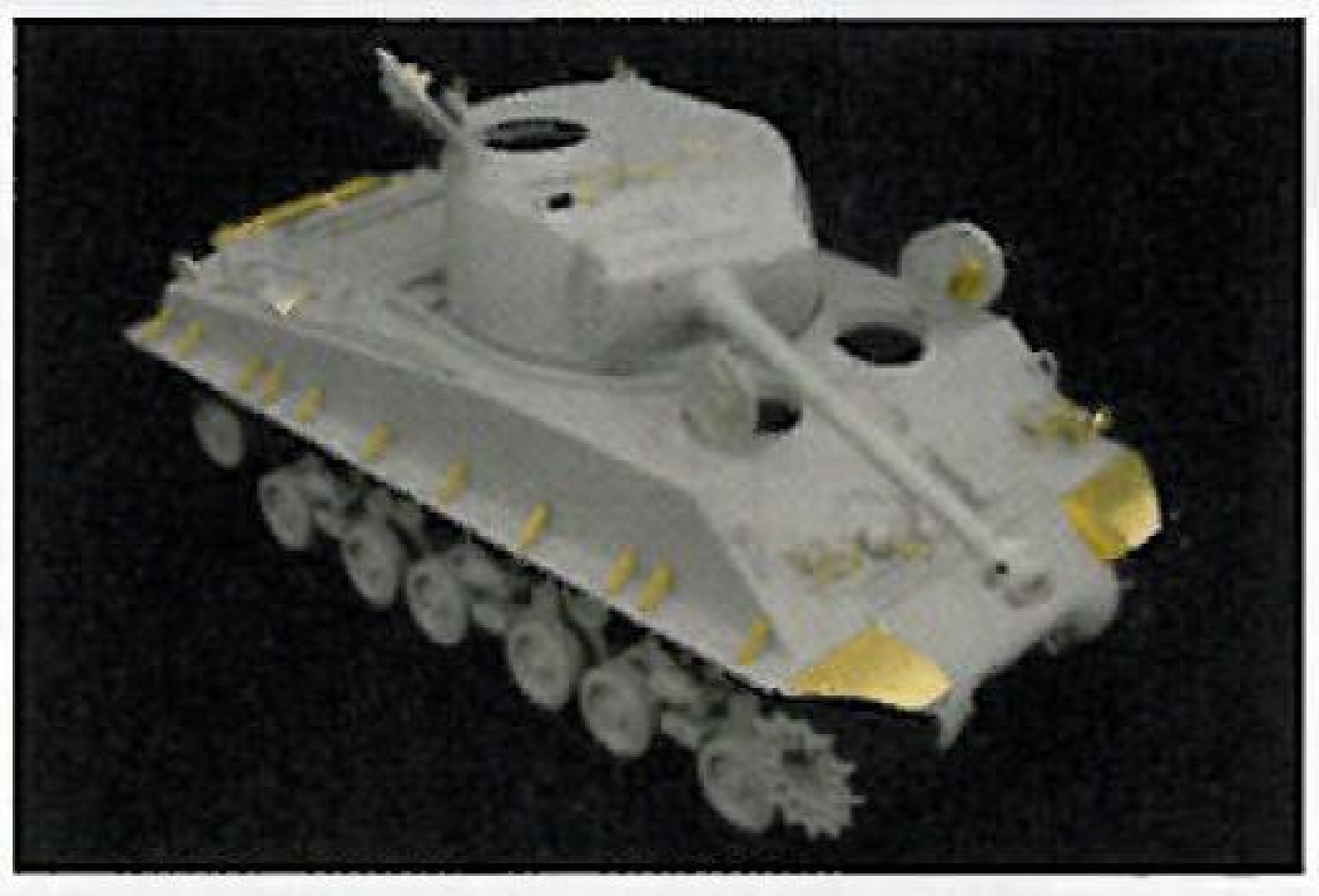
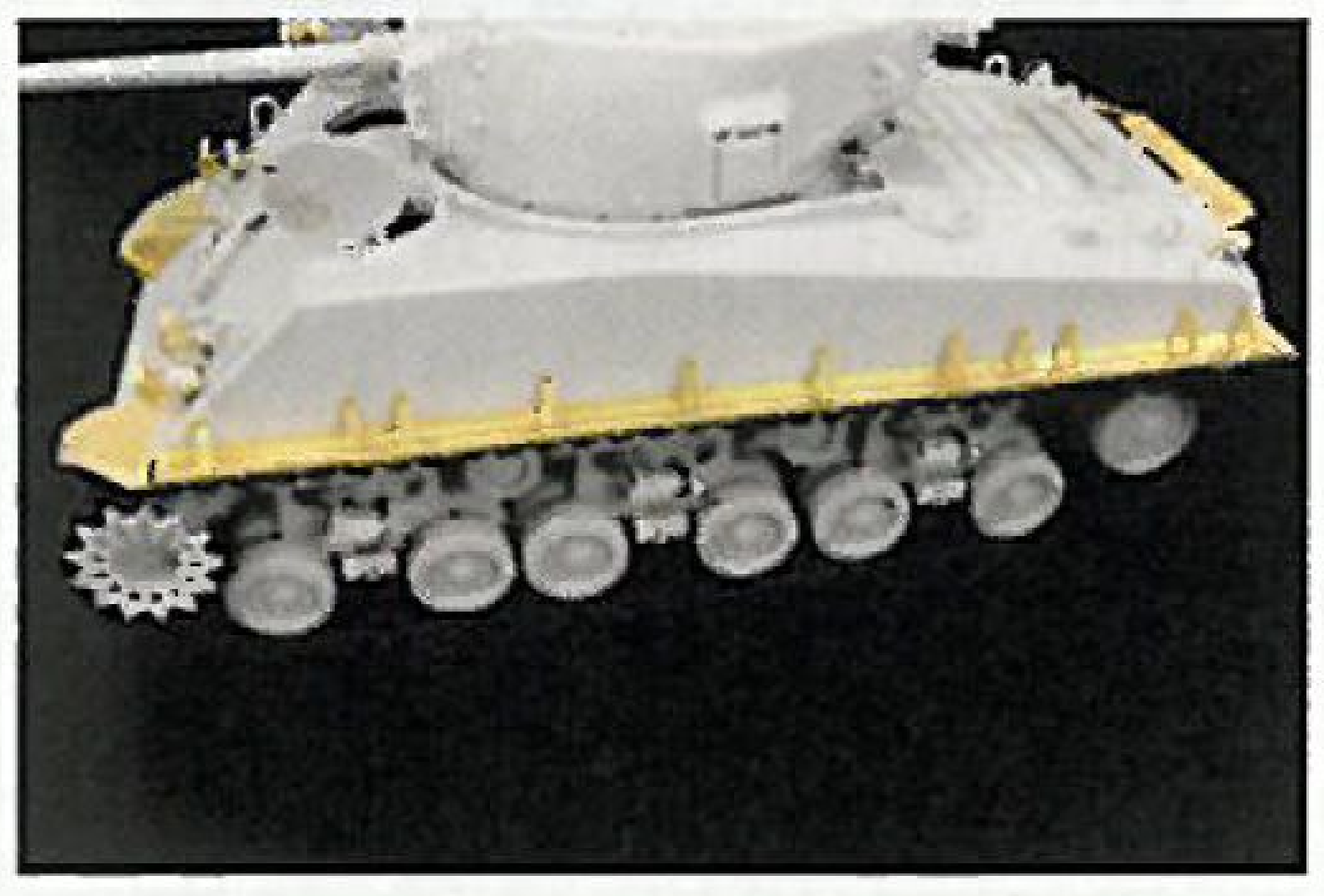
M4A3 (76)W SHERMAN (Hobbyboss)
PE parts for HOBBYBOSS kit
(84806)



HLX48163
M4A3E8 SHERMAN (Hobbyboss)
PE parts for HOBBYBOSS kit
(84806)



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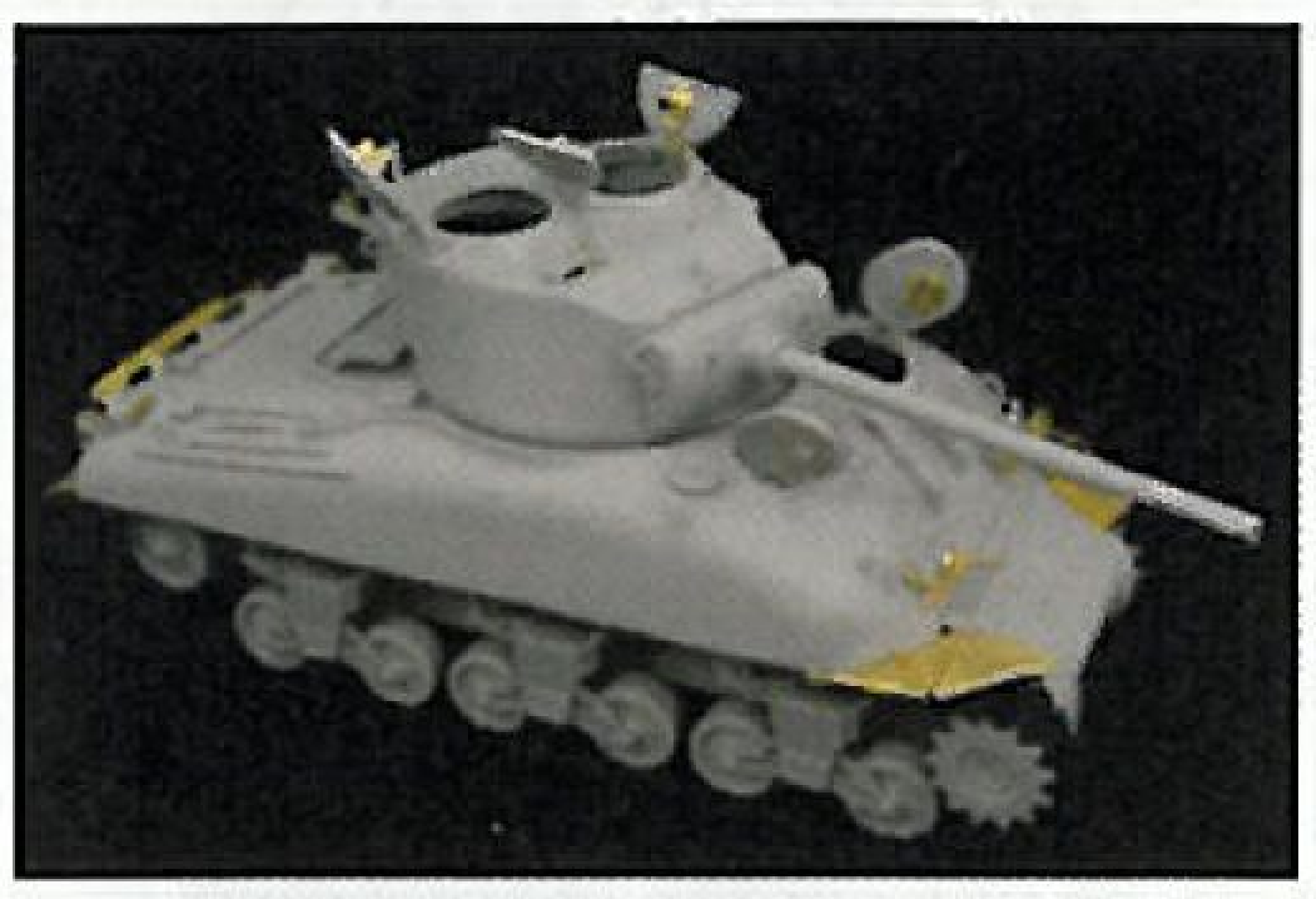
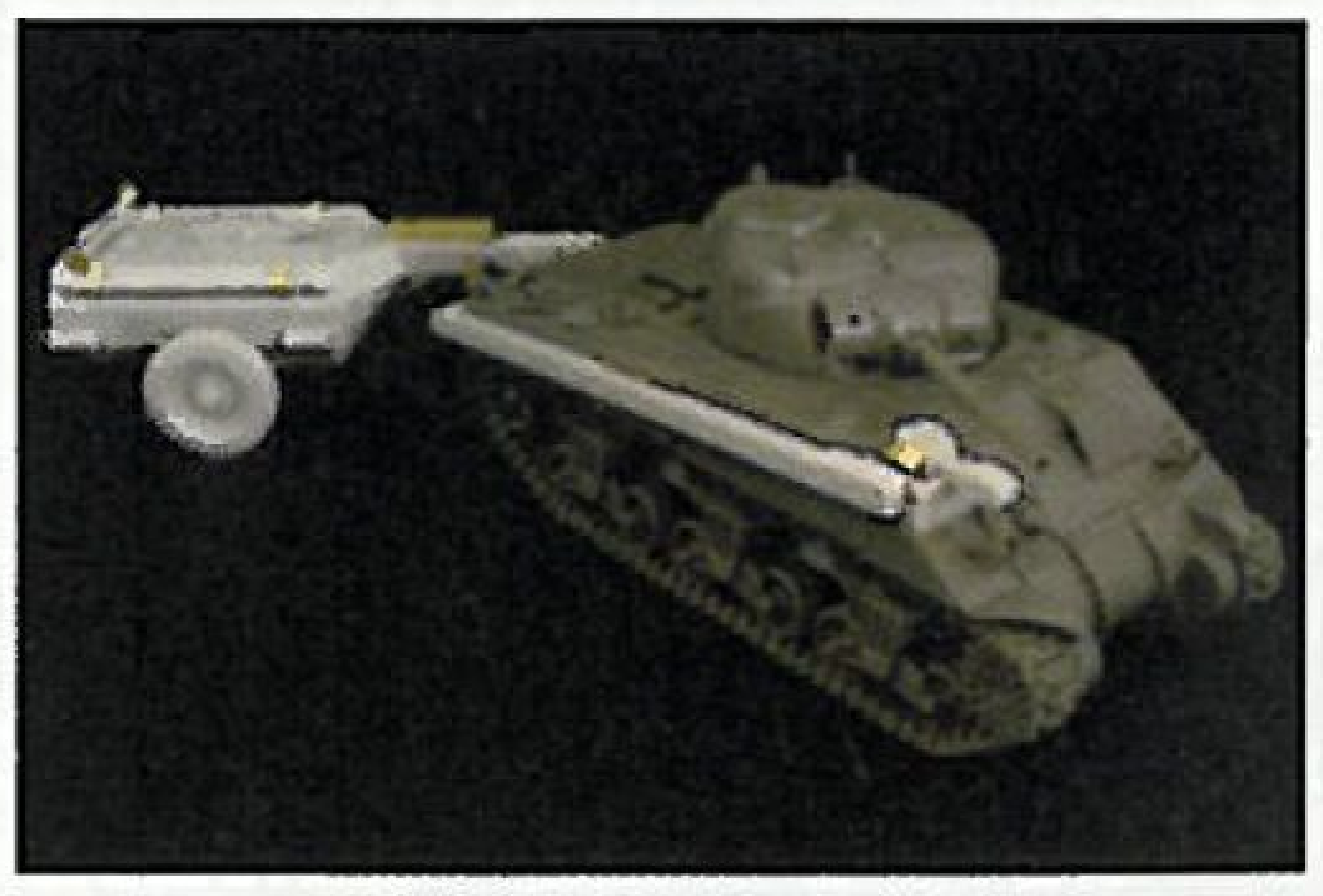
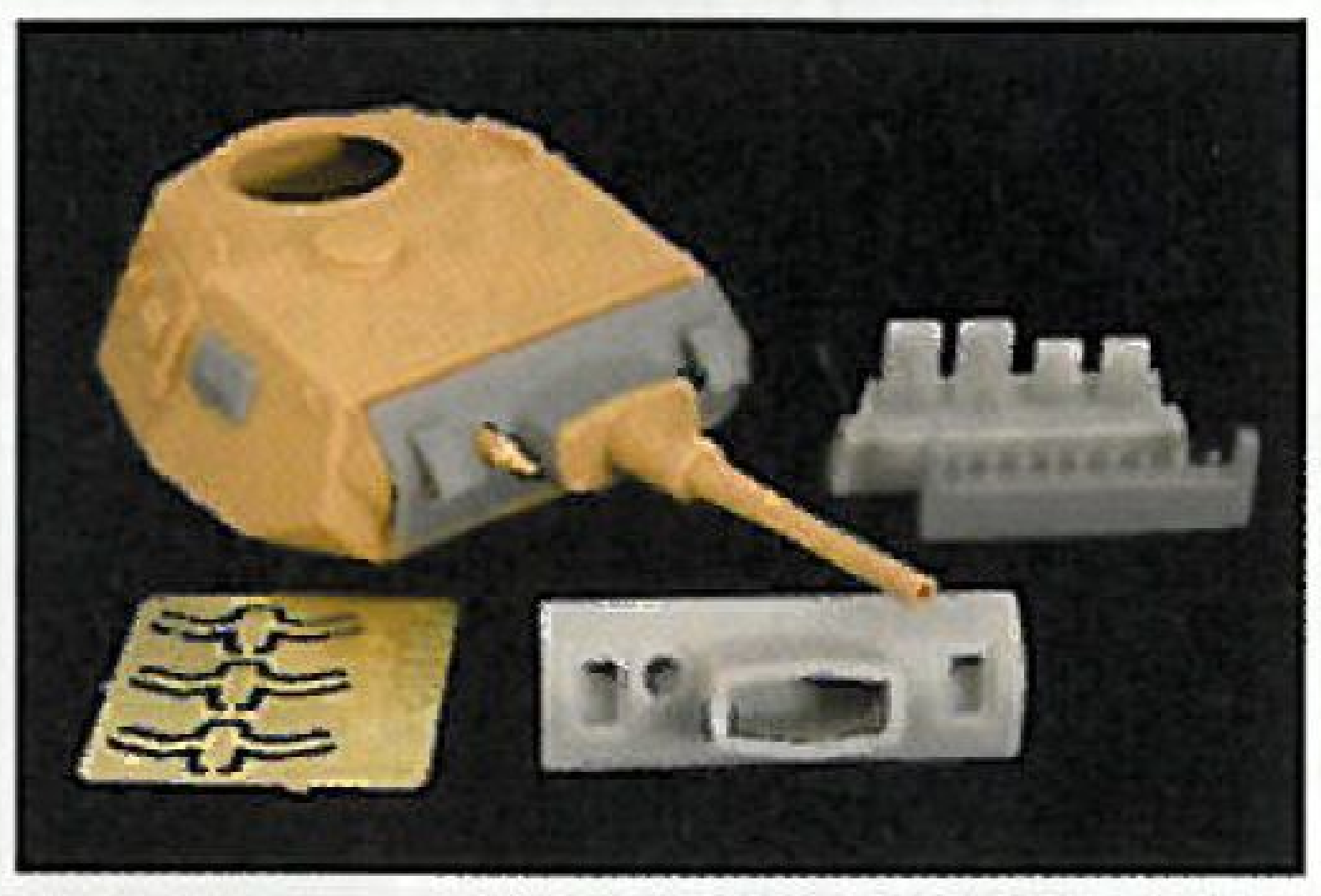
M4A3E8 FENDERS (Hobbyboss)
PE parts for HOBBYBOSS kit
(84806)



HLX48165
M4A1 (76)W (Hobbyboss)
PE parts for HOBBYBOSS kit
(84806)



HLX48166
Crocodile M4 Sherman
conversion set for M4 Sherman



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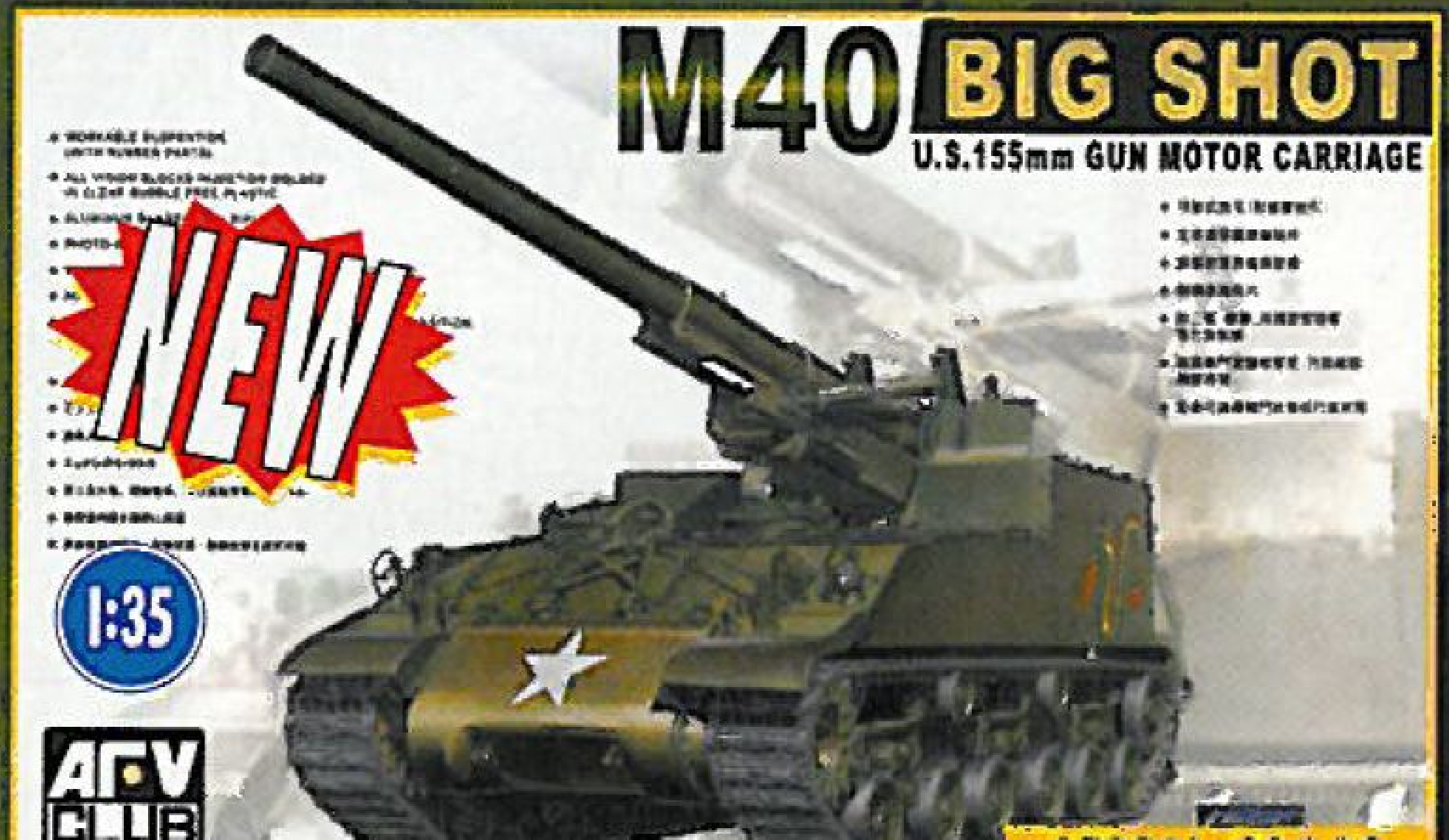
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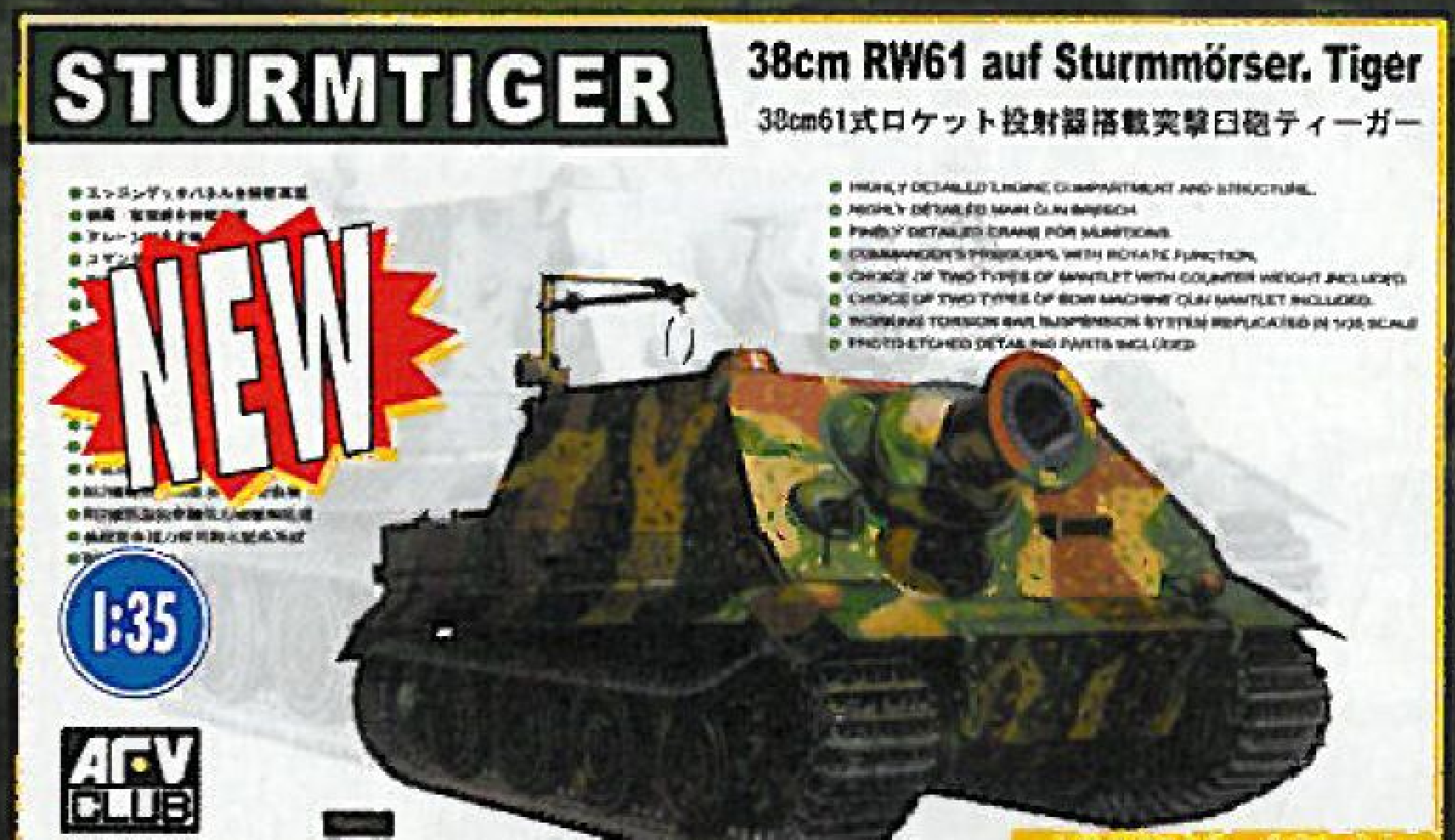
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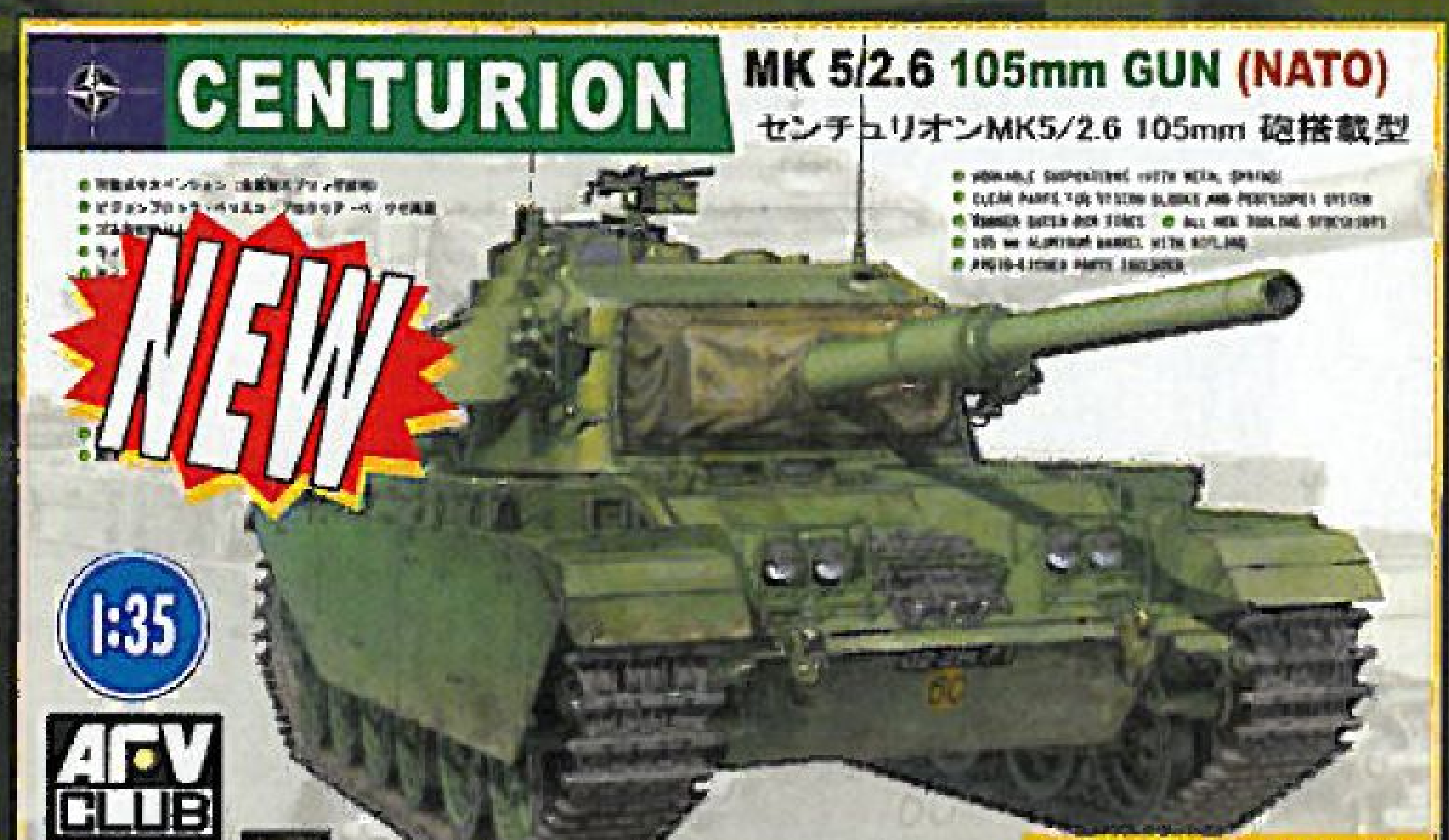
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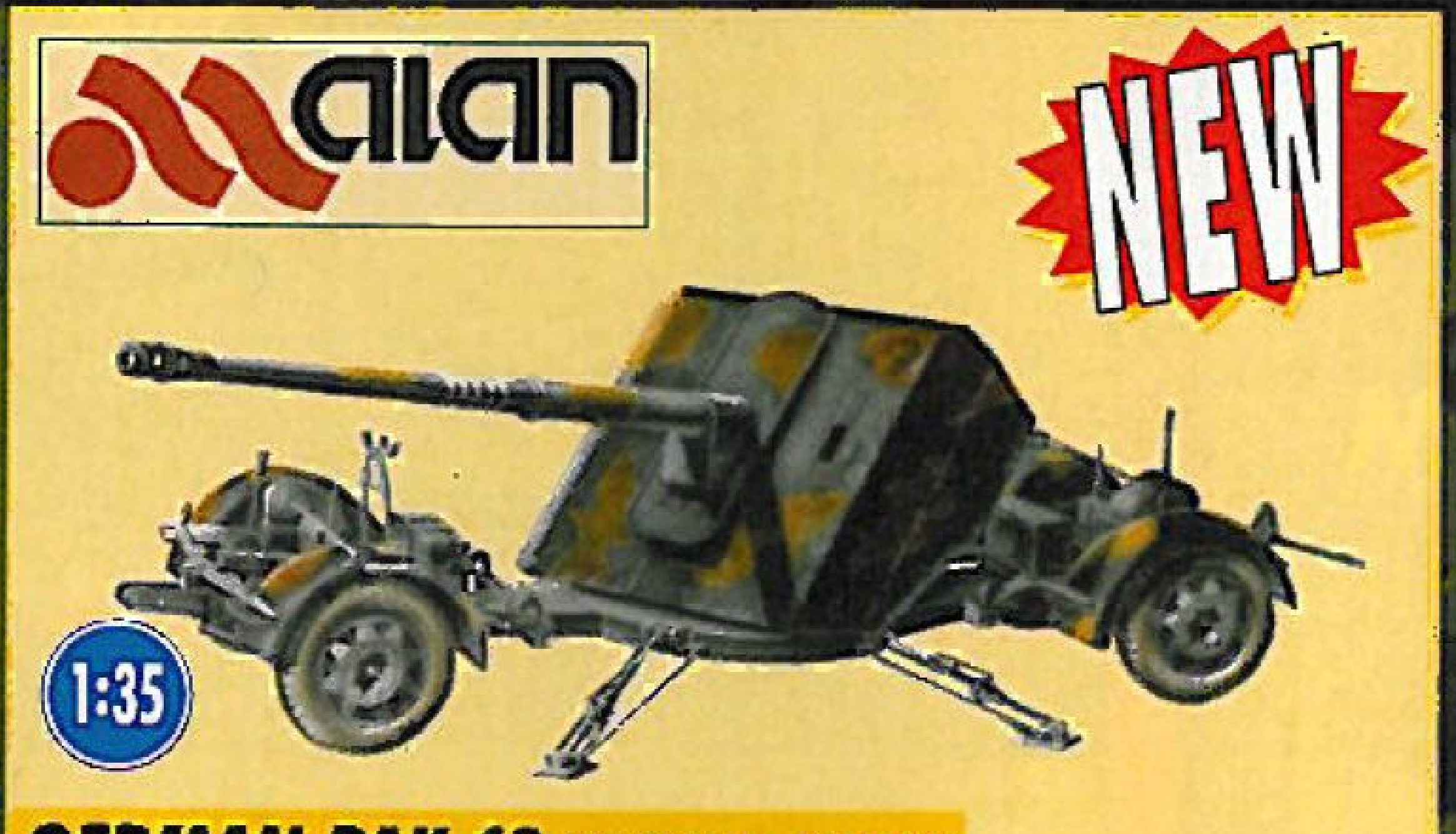
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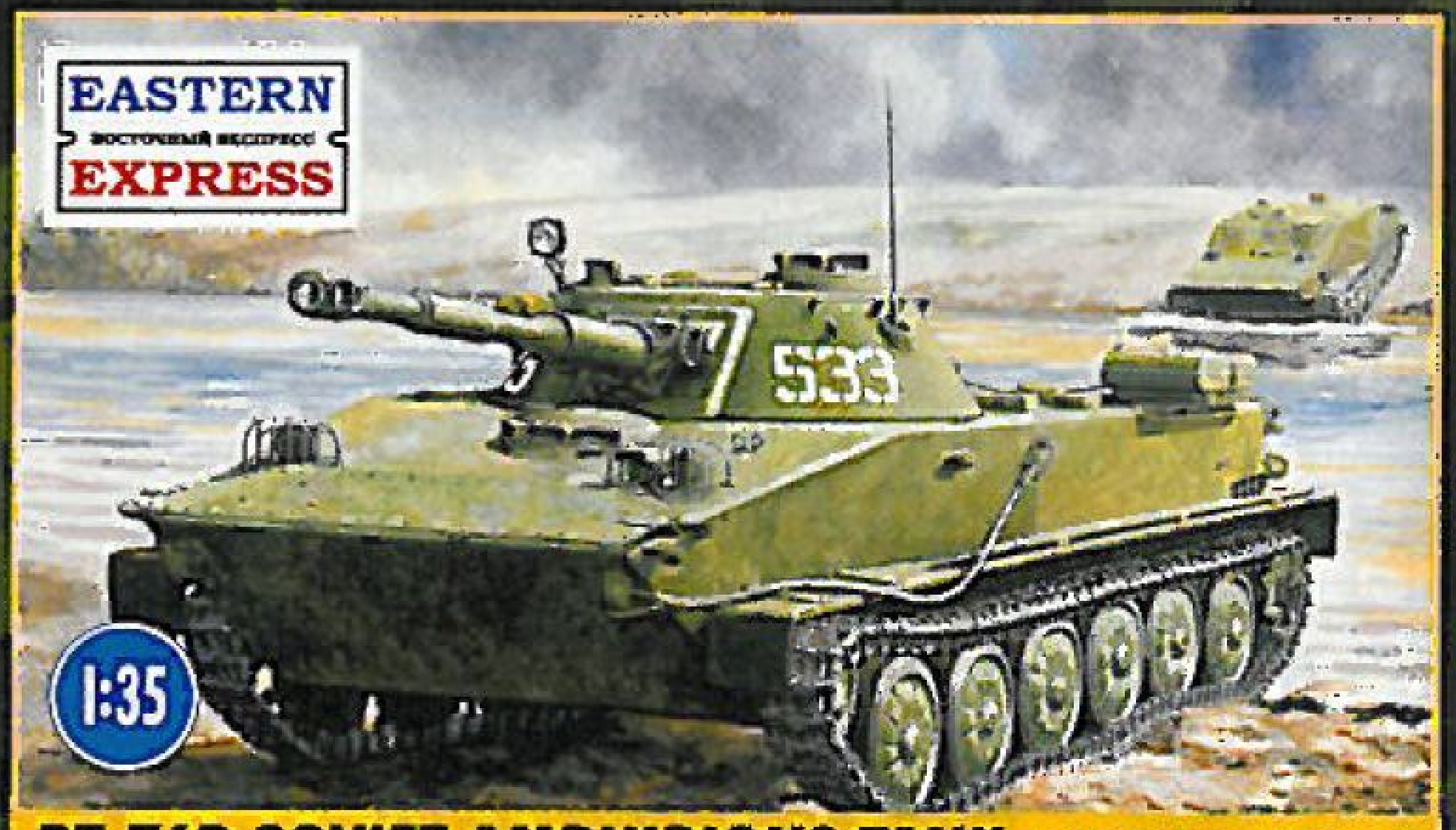
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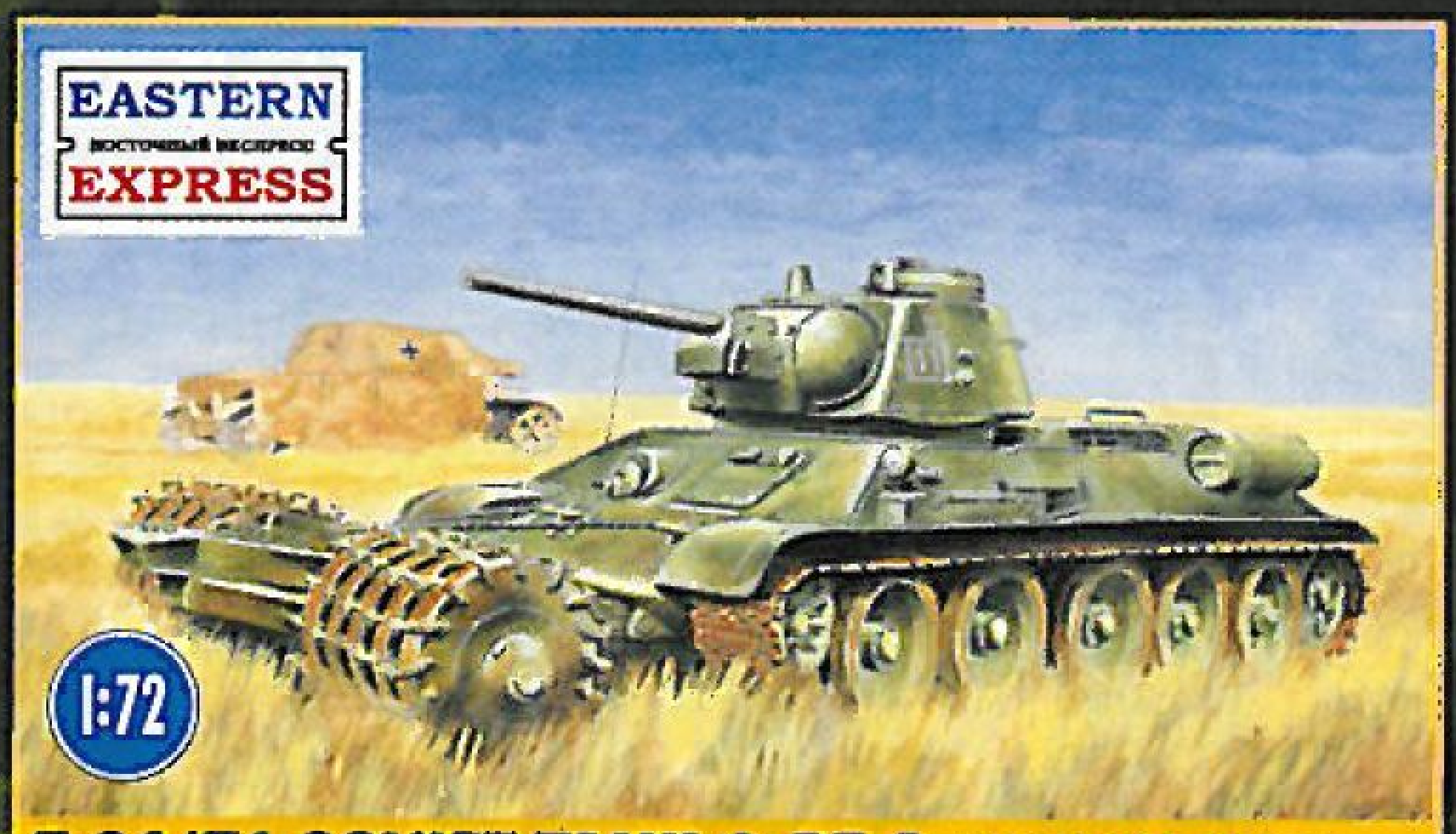
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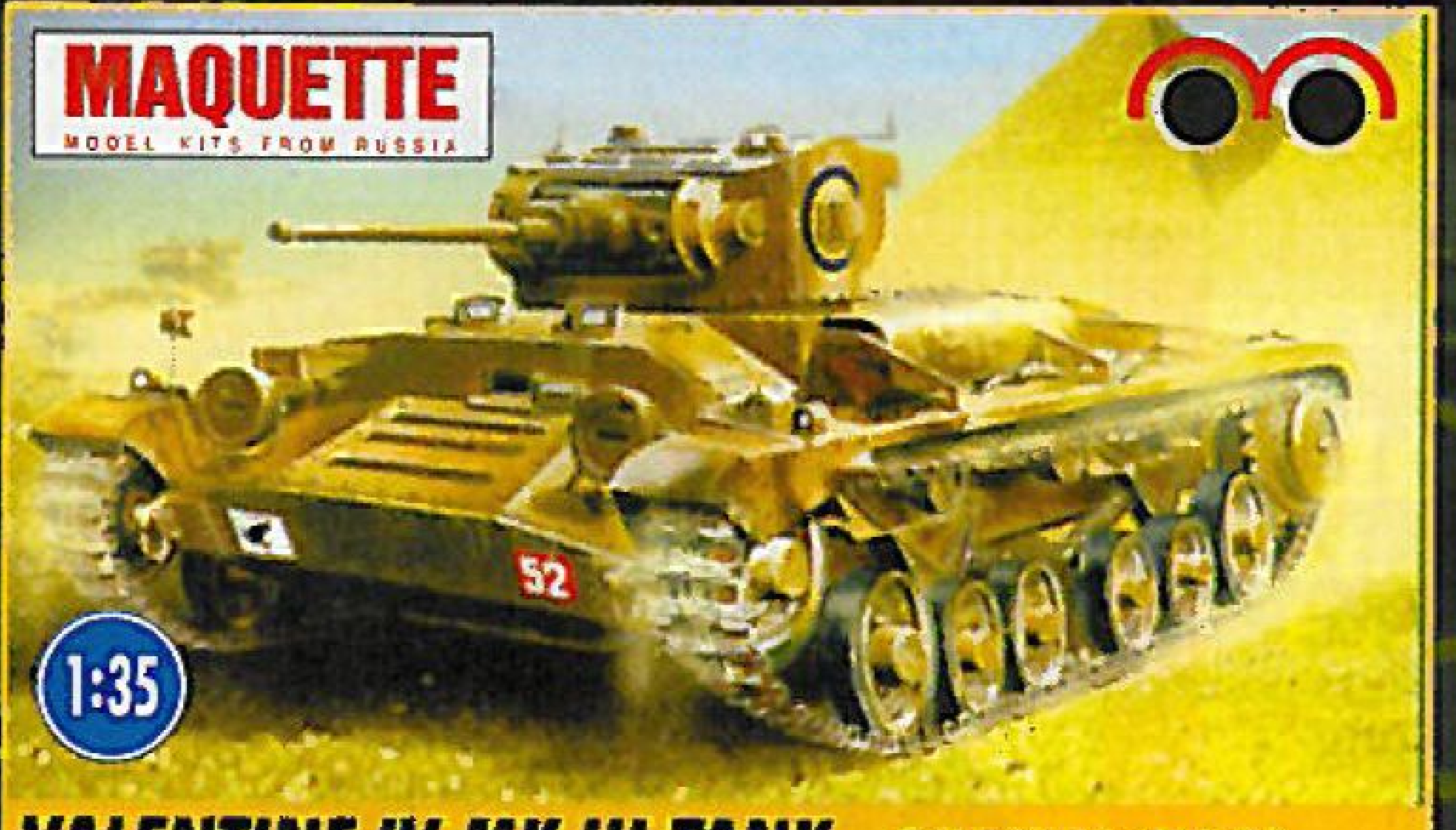
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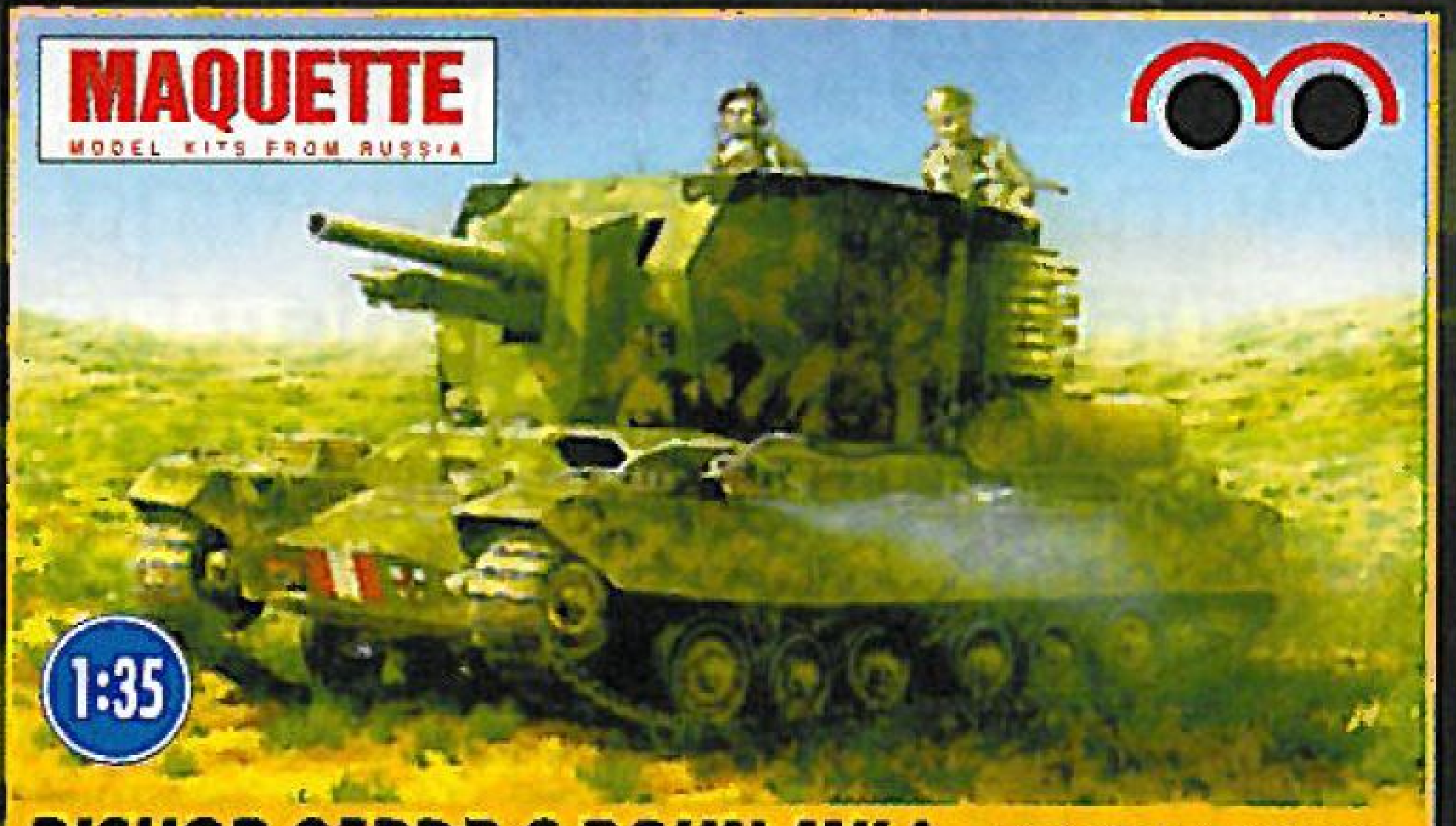
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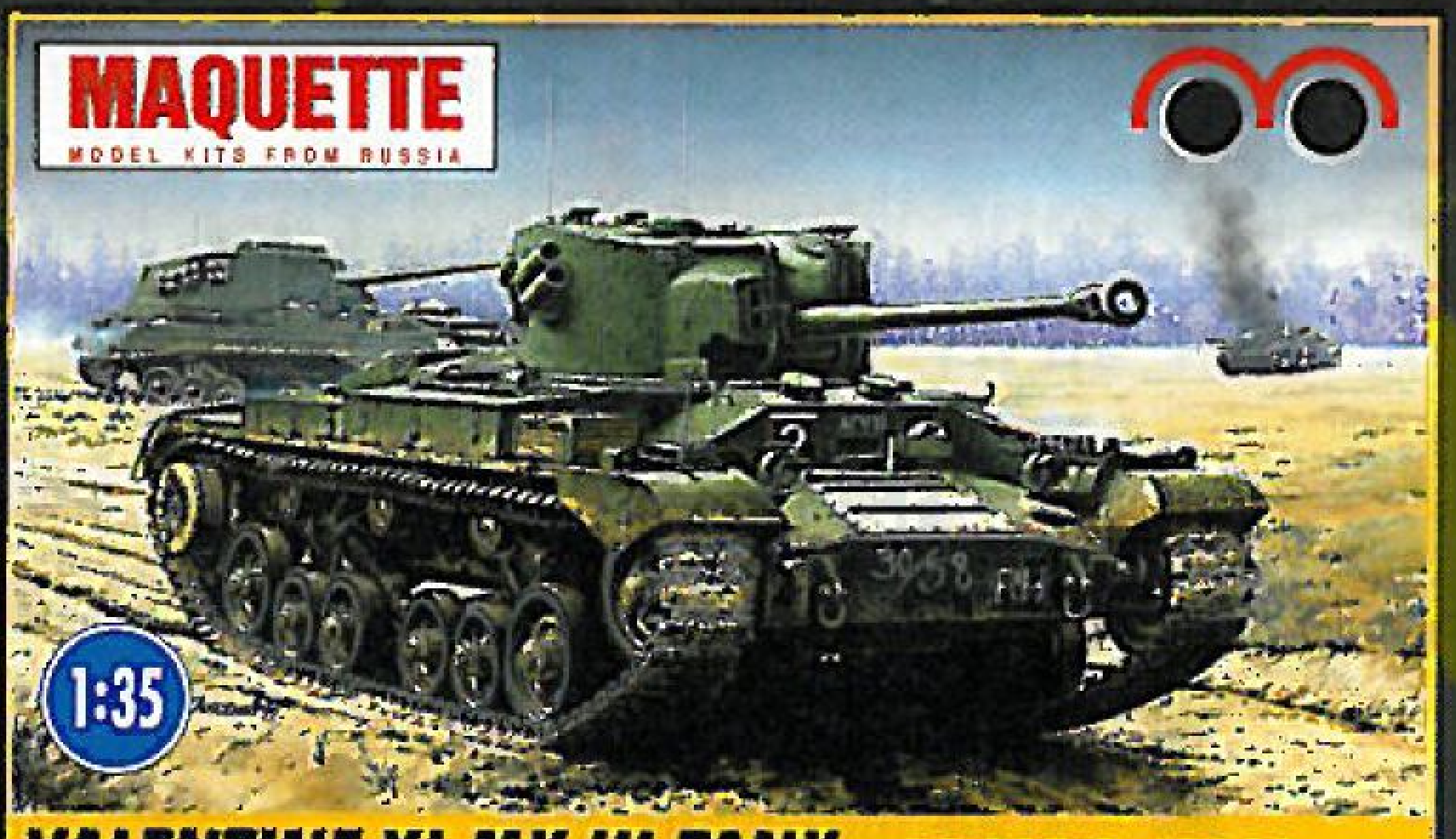
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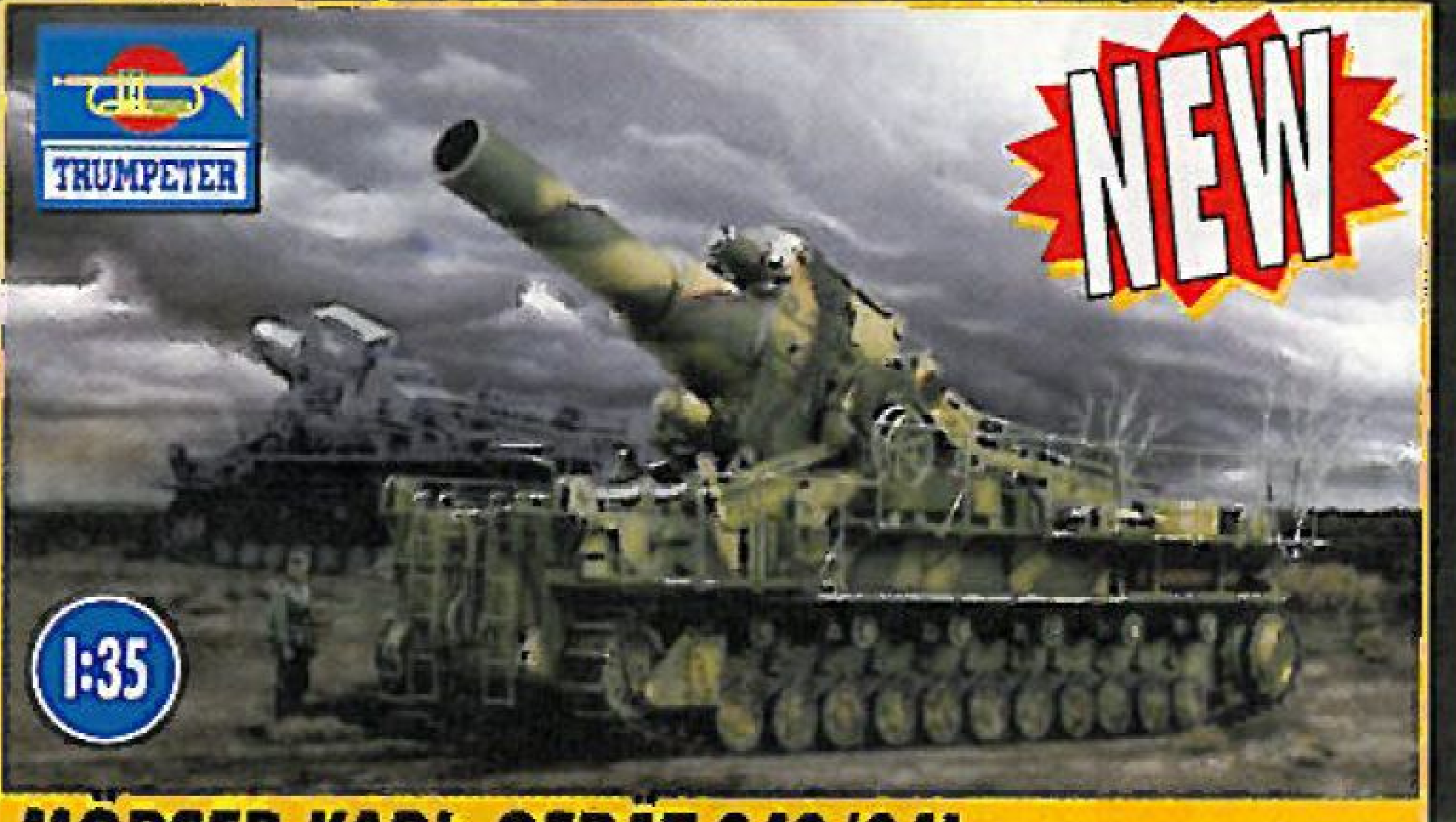
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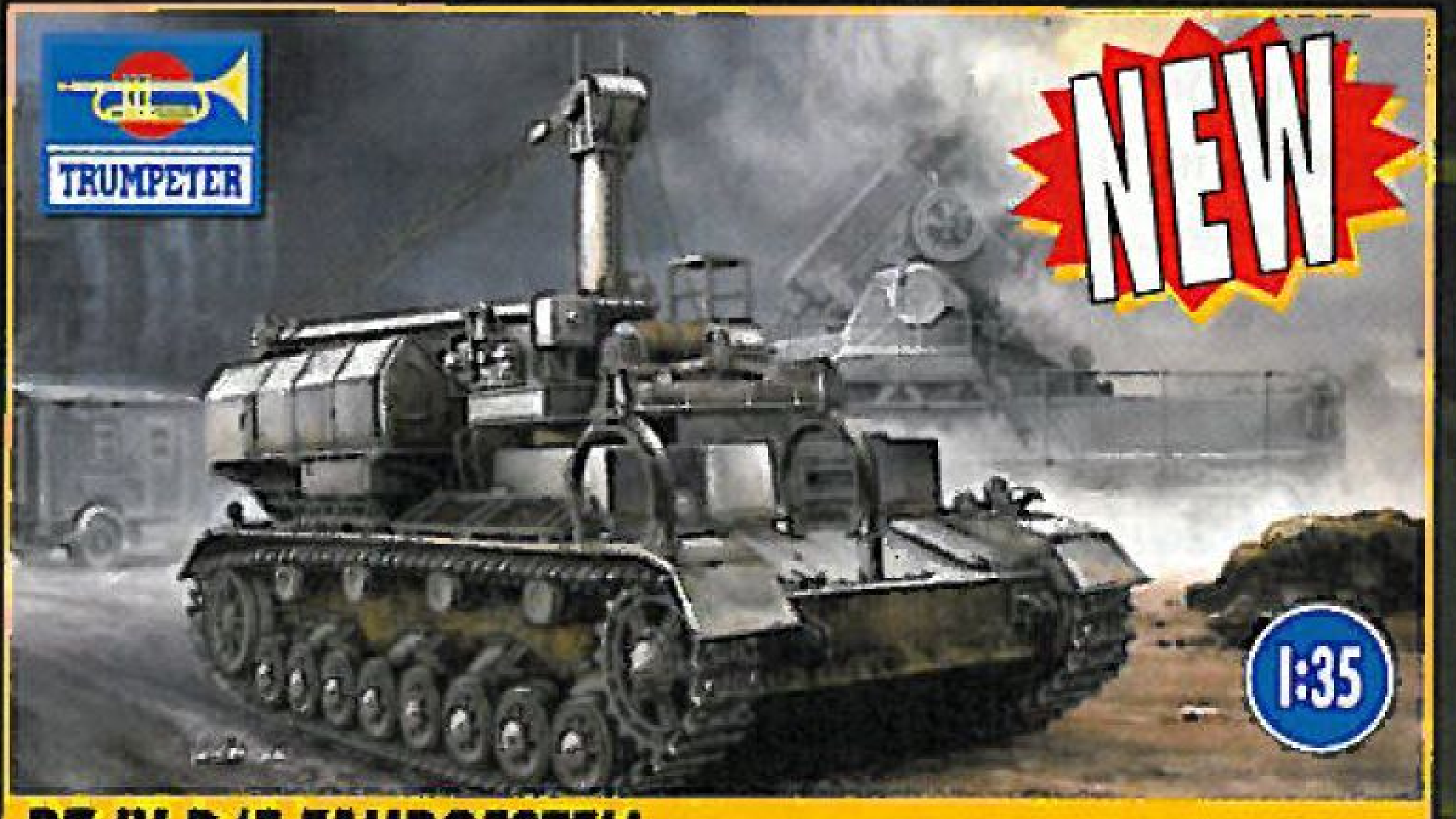
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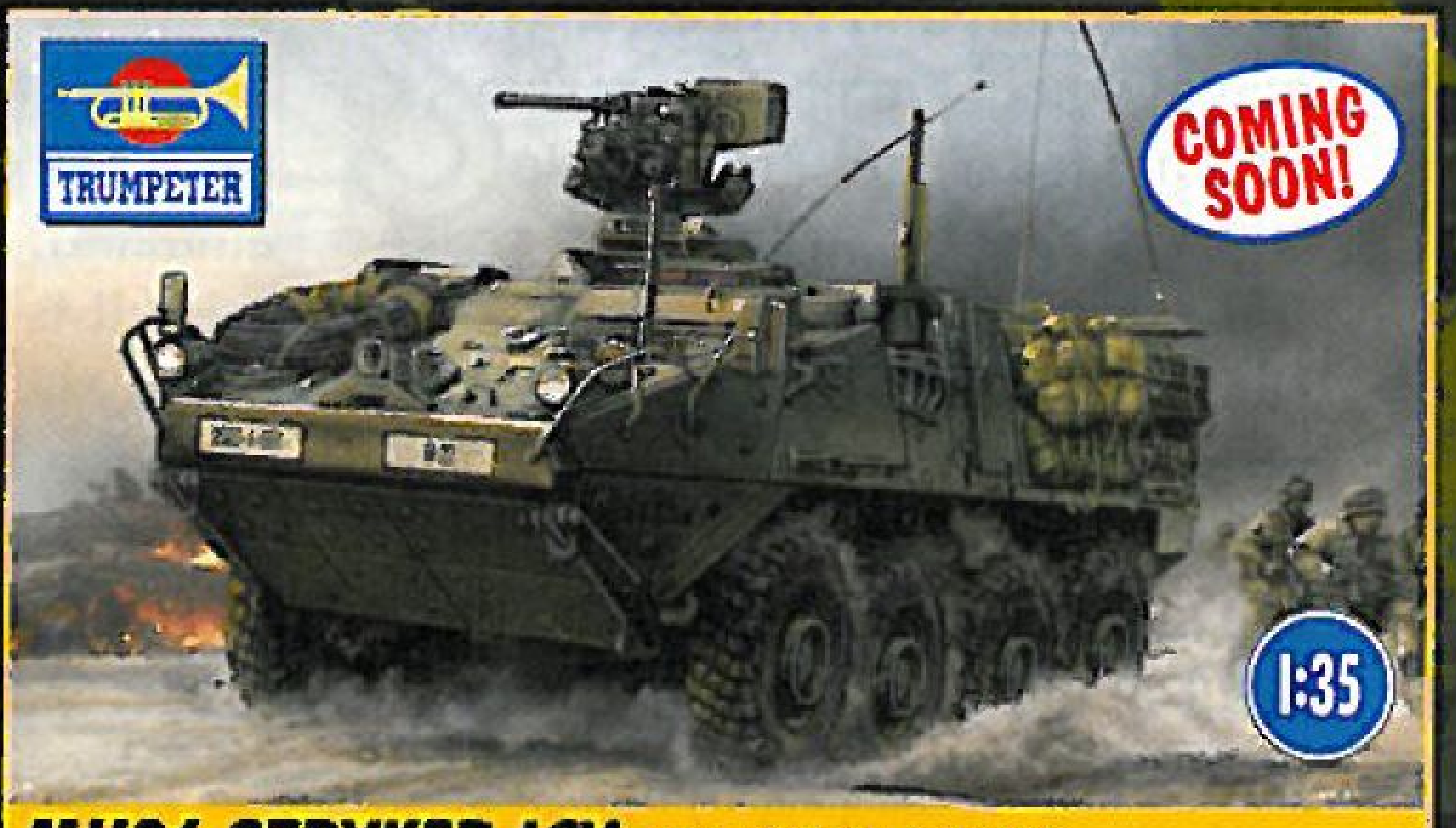
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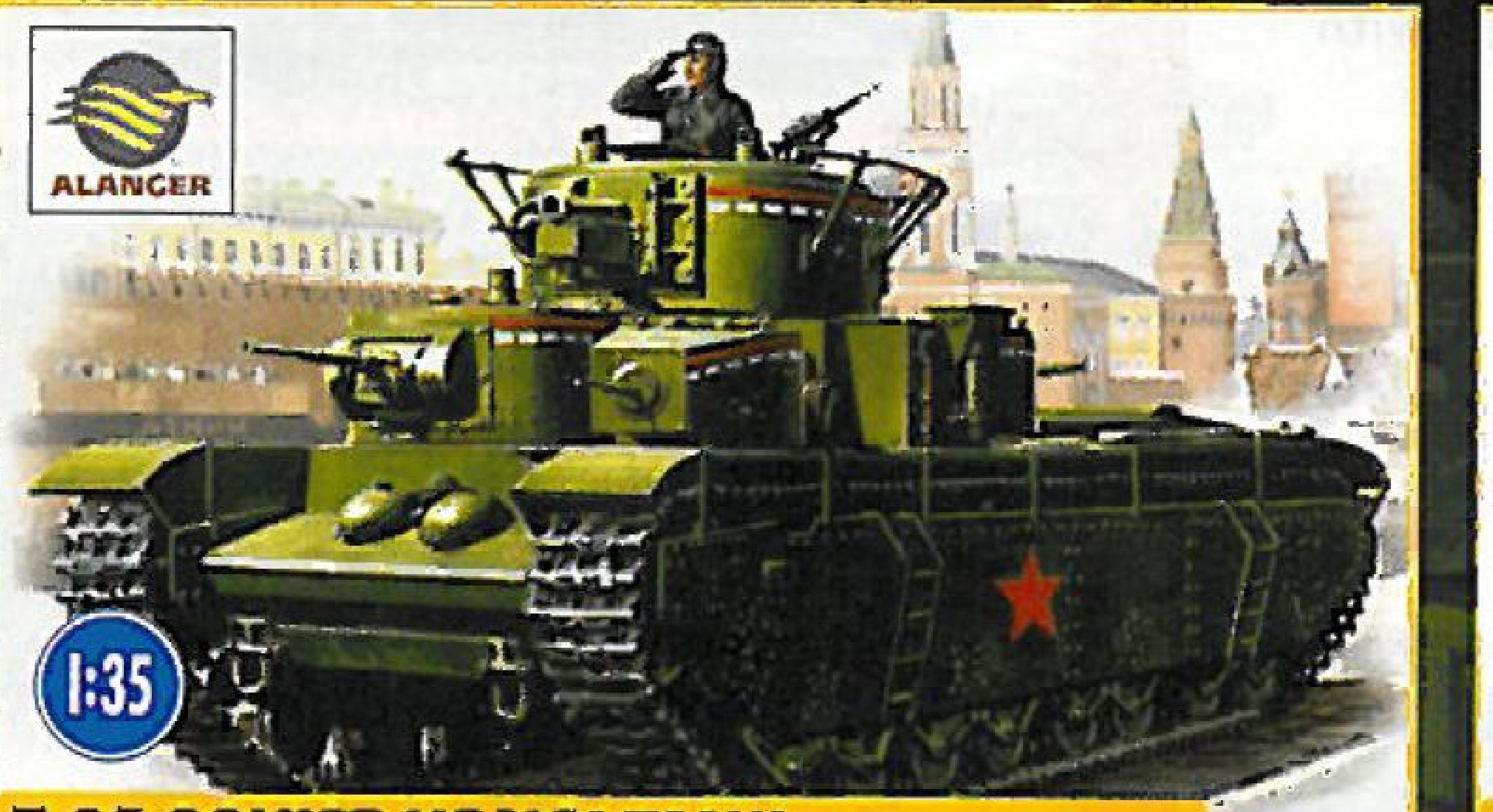
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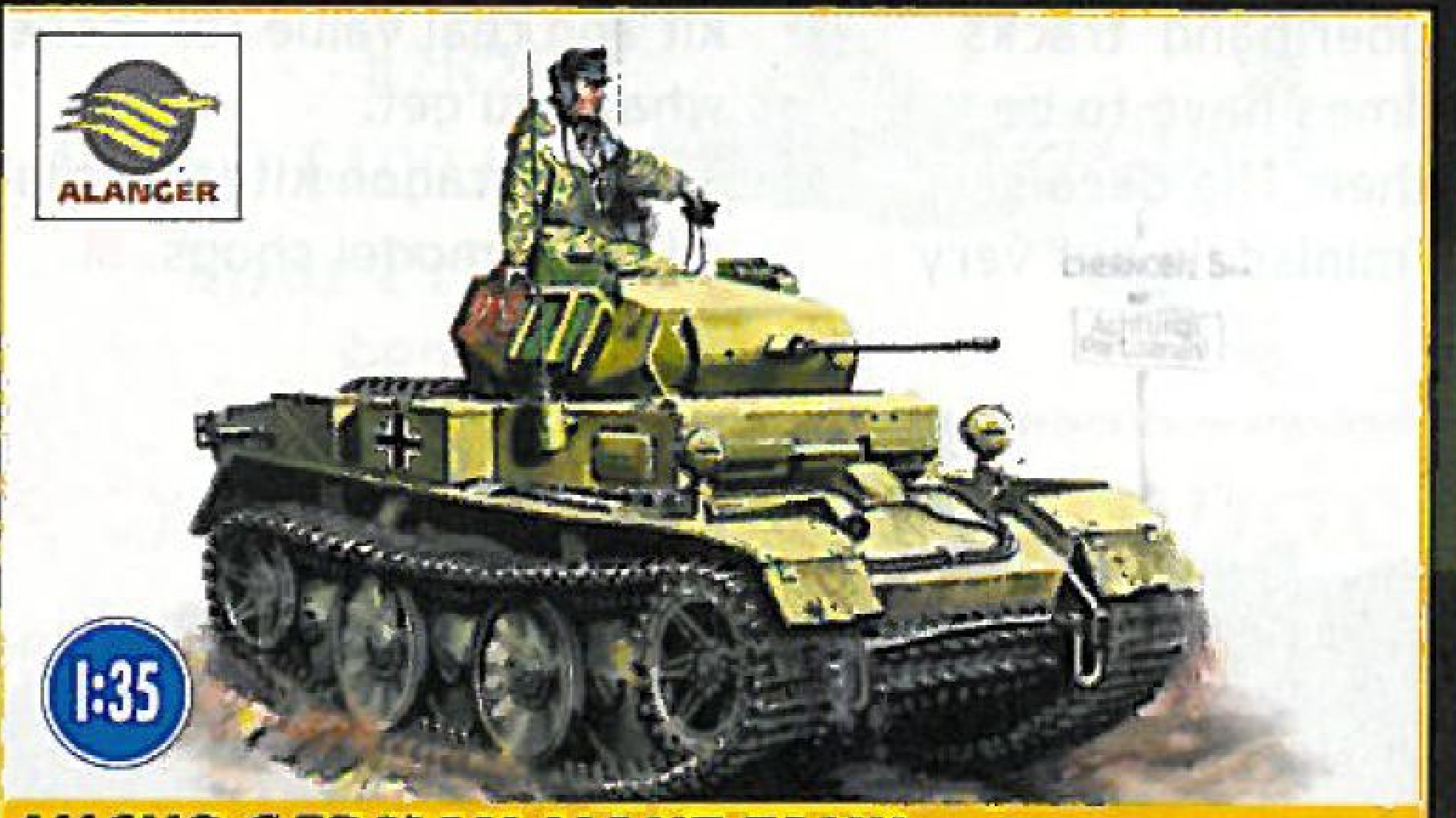
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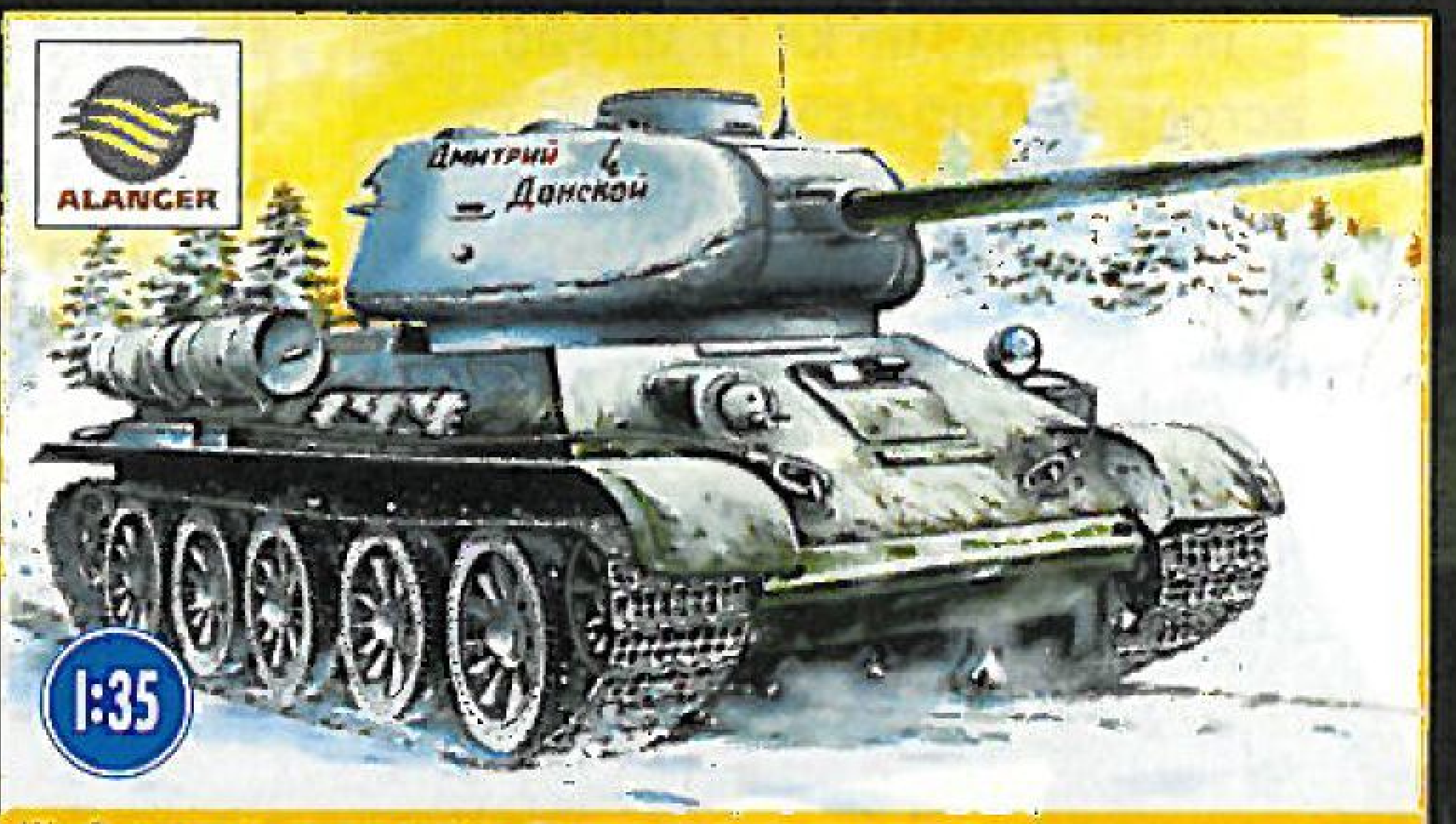
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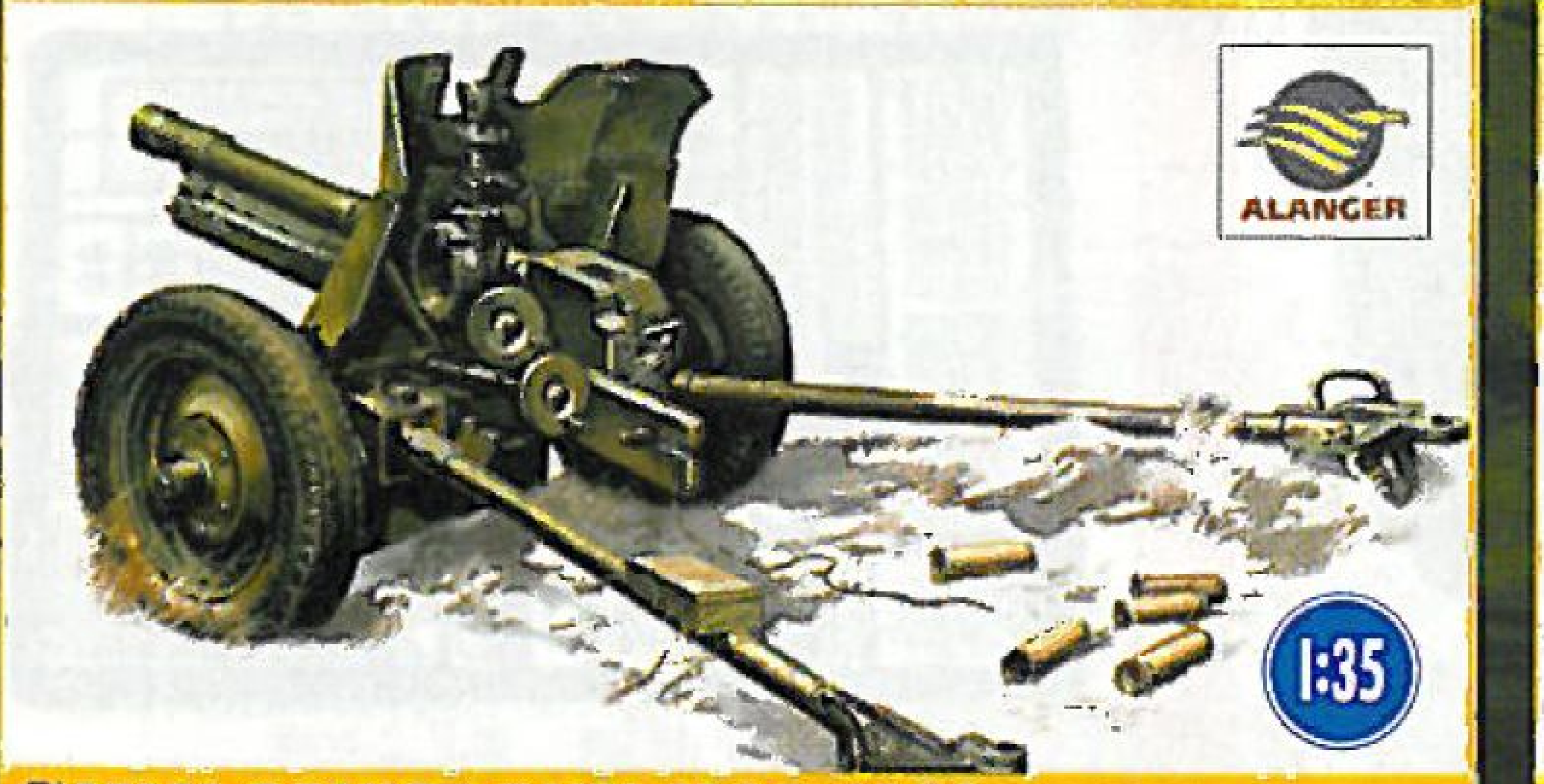
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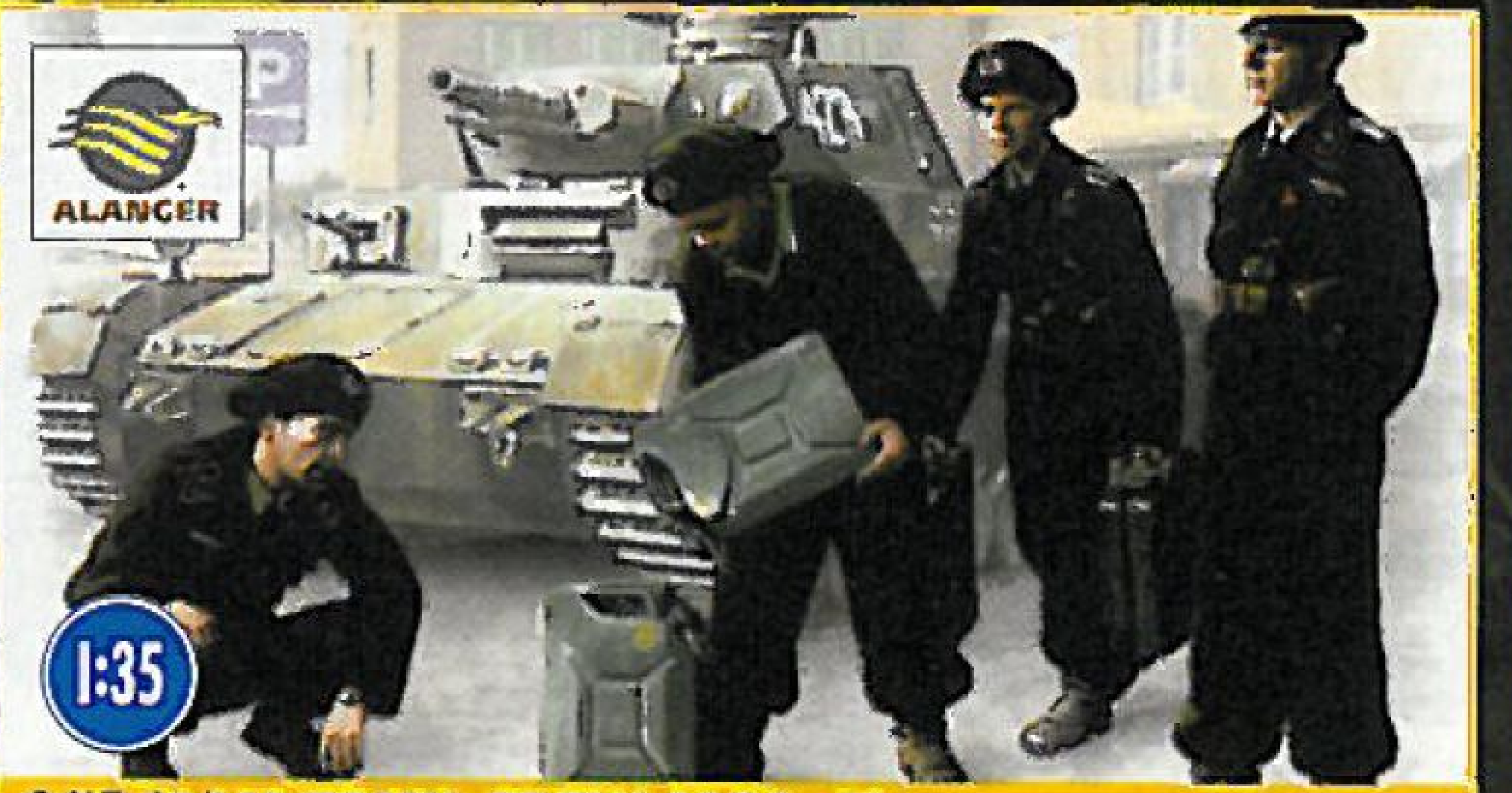
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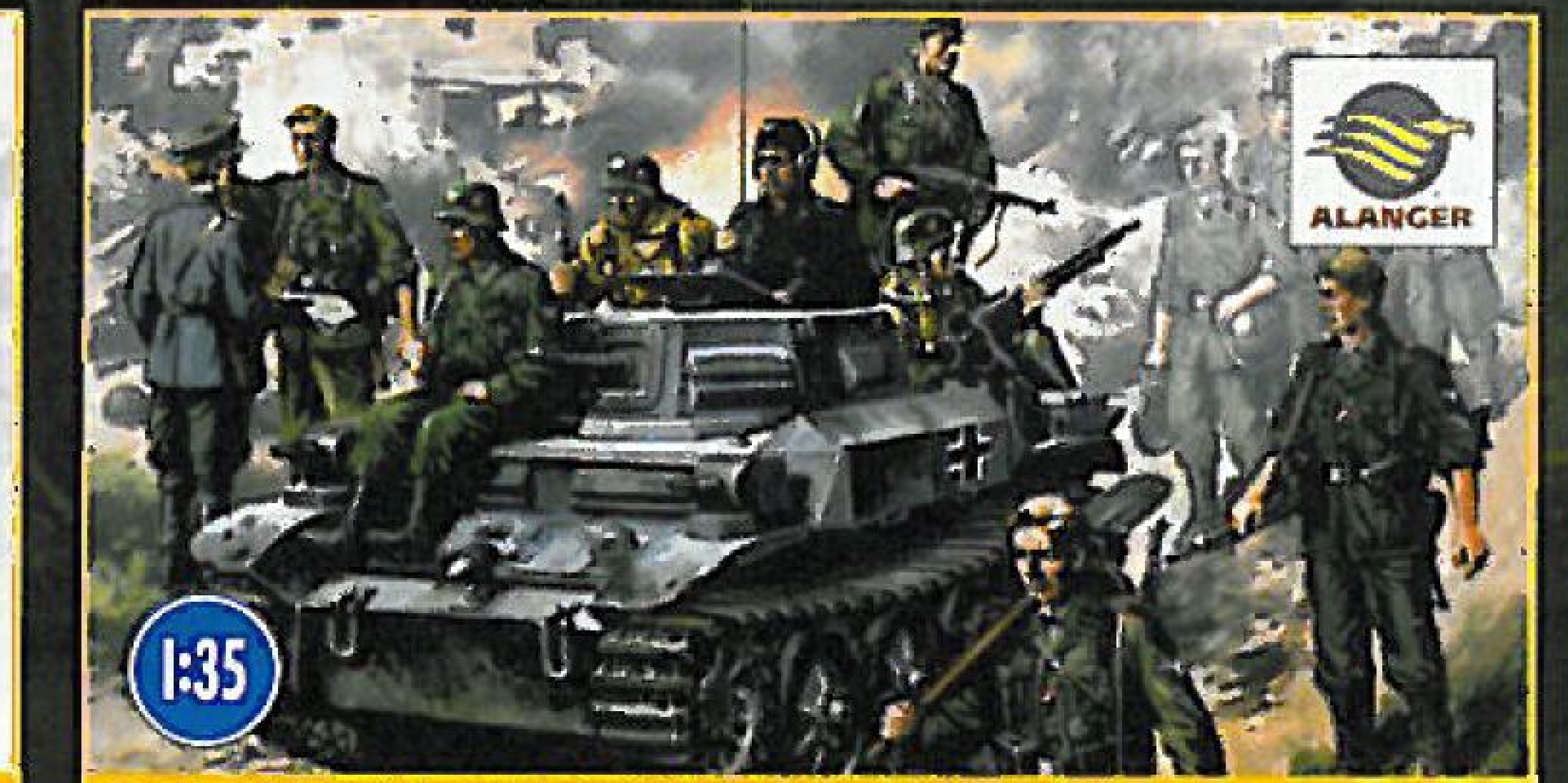
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AAMAZING!

To follow up our brief preview in issue 10's incoming section, **Karl Hoy** offers us a further look at this amazing little kit from Dragon.

These days Dragon are one of the biggest manufacturers of 1:72 scale model kits, they seem to have several new items every month and I'm certainly not complaining. I'm not a massive 1:72 modeller, but I do dabble when the mood strikes. And strike it did when I saw an advert for their new Amtrac with additional armour. They had already released the AAVP7A1 without the additional EAAK armour, but left the mounting areas in-tact, and have now released the kit with the armour included. And it looks great!

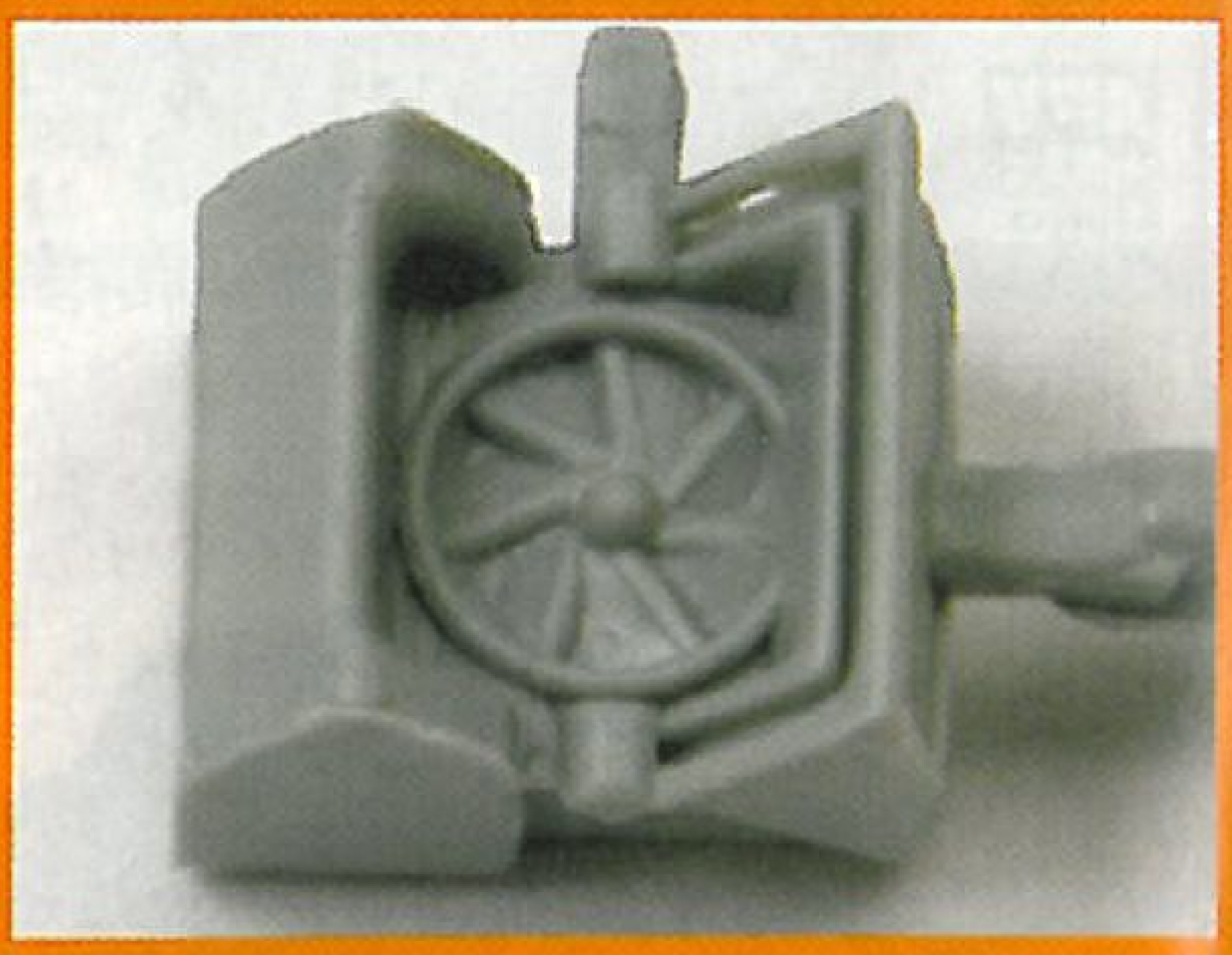
In the box the kit is spread across six sprues in all, four in grey plastic, a vinyl one with tracks and poly-caps, and then a little etched fret, with tiny pieces-such as door handles. Dragon are simply light years ahead of any other 1:72 scale manufacturer that I know of, the detail on the model, especially on the lower and upper hulls (which are bagged individually) is amazing. Another new addition to this kit is the suspension, which is the M2 Bradley type, rather than the older Amtrac suspension seen on Dragon's previous kits of this model.

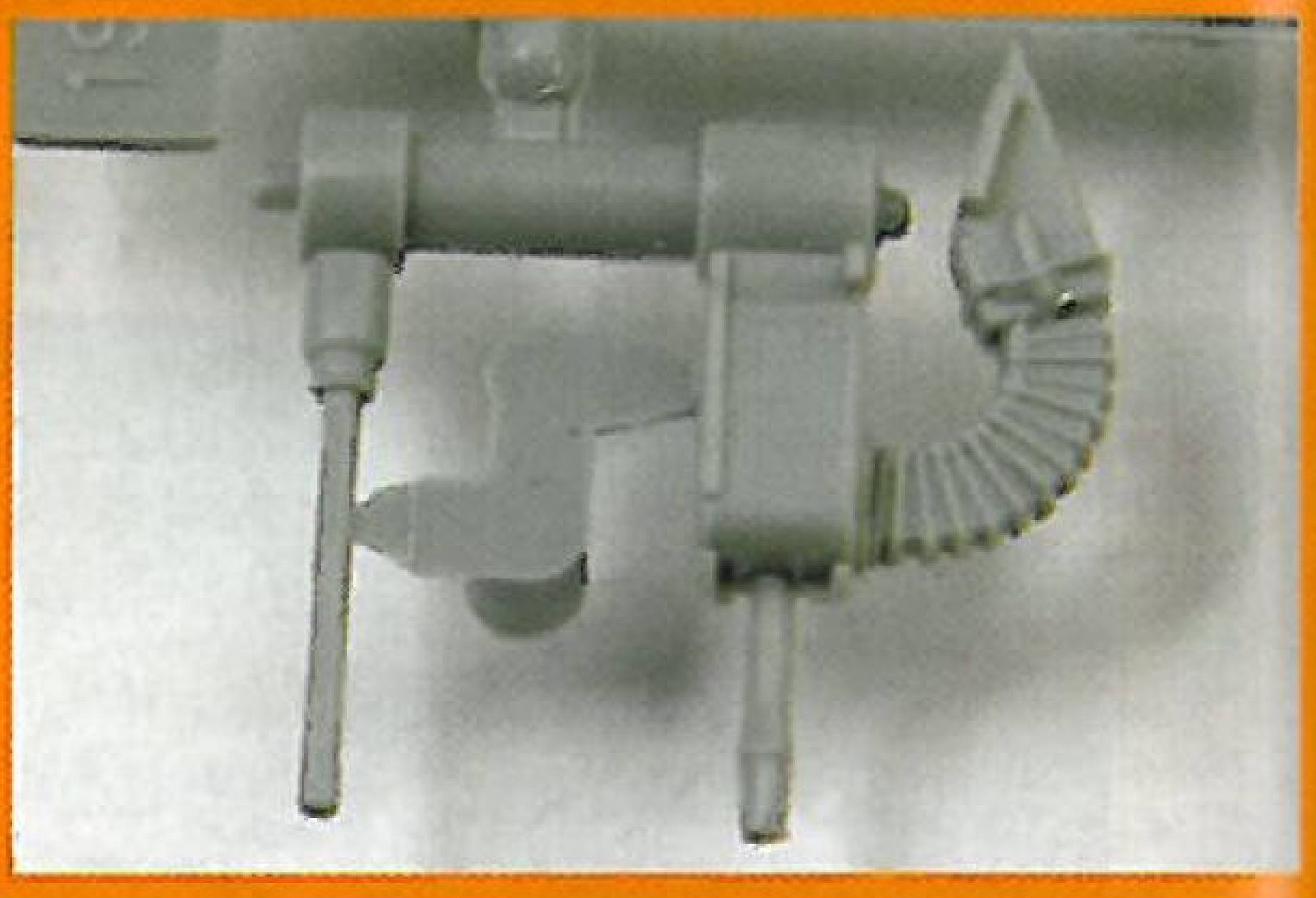
The tracks are a beige coloured rubber and attach together with normal styrene cement or cyano, making them much better than standard 'rubber band' tracks which sometimes have to be melted together. The decals included are miniscule but very well made by Cartograf. Four vehicles are possible, one from the Italian Marines, another from the ROK Marines and two from the US Marines in Iraq.

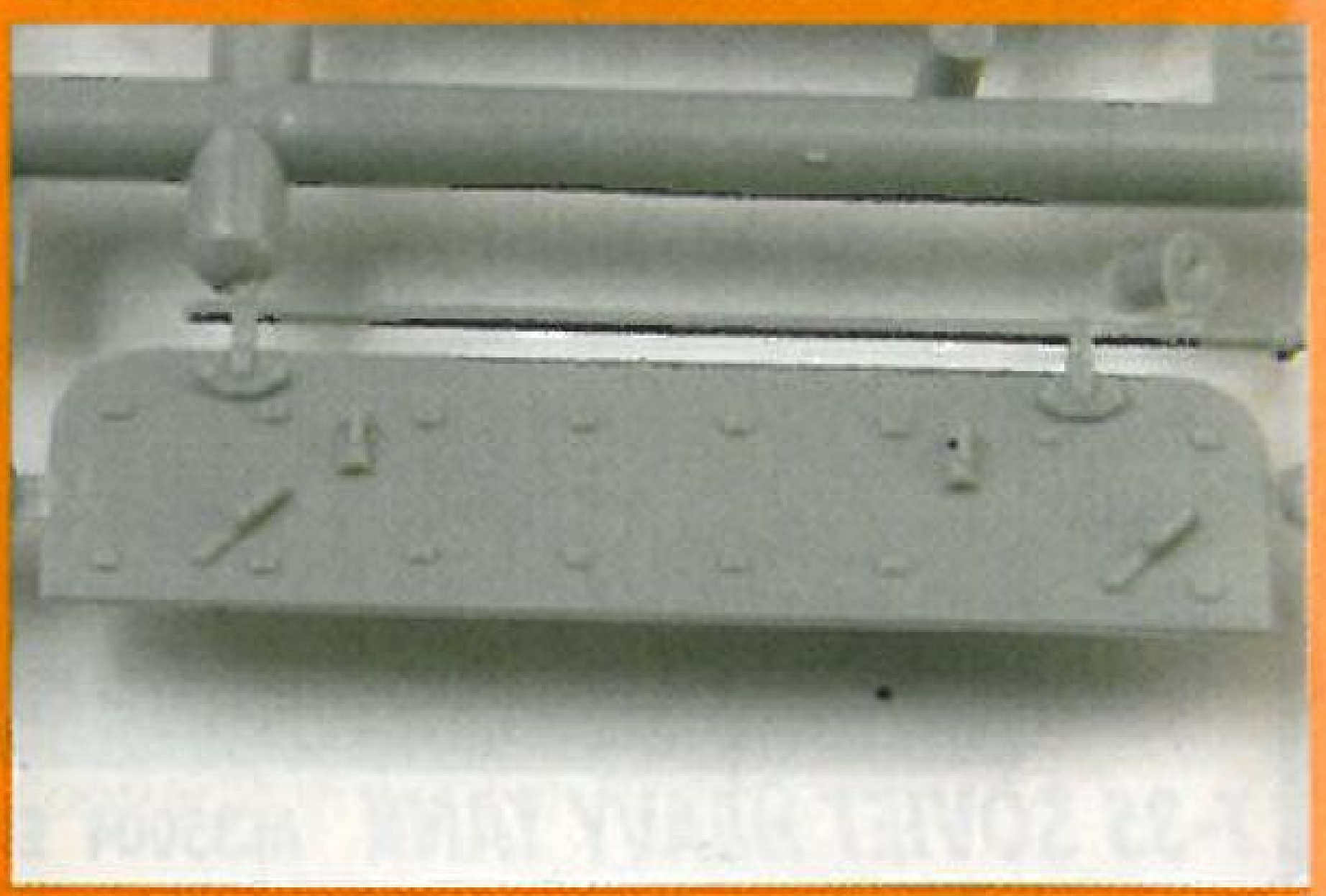
My only gripe about the kit is the instructions. There are only two large pages for the building and it appears very 'busy' for want of a better word, so care must be taken when putting the kit together as it would be easy to overlook something. Also be sure to look closely at where it tells you to bend the etched pieces, and take care, because they are really small!

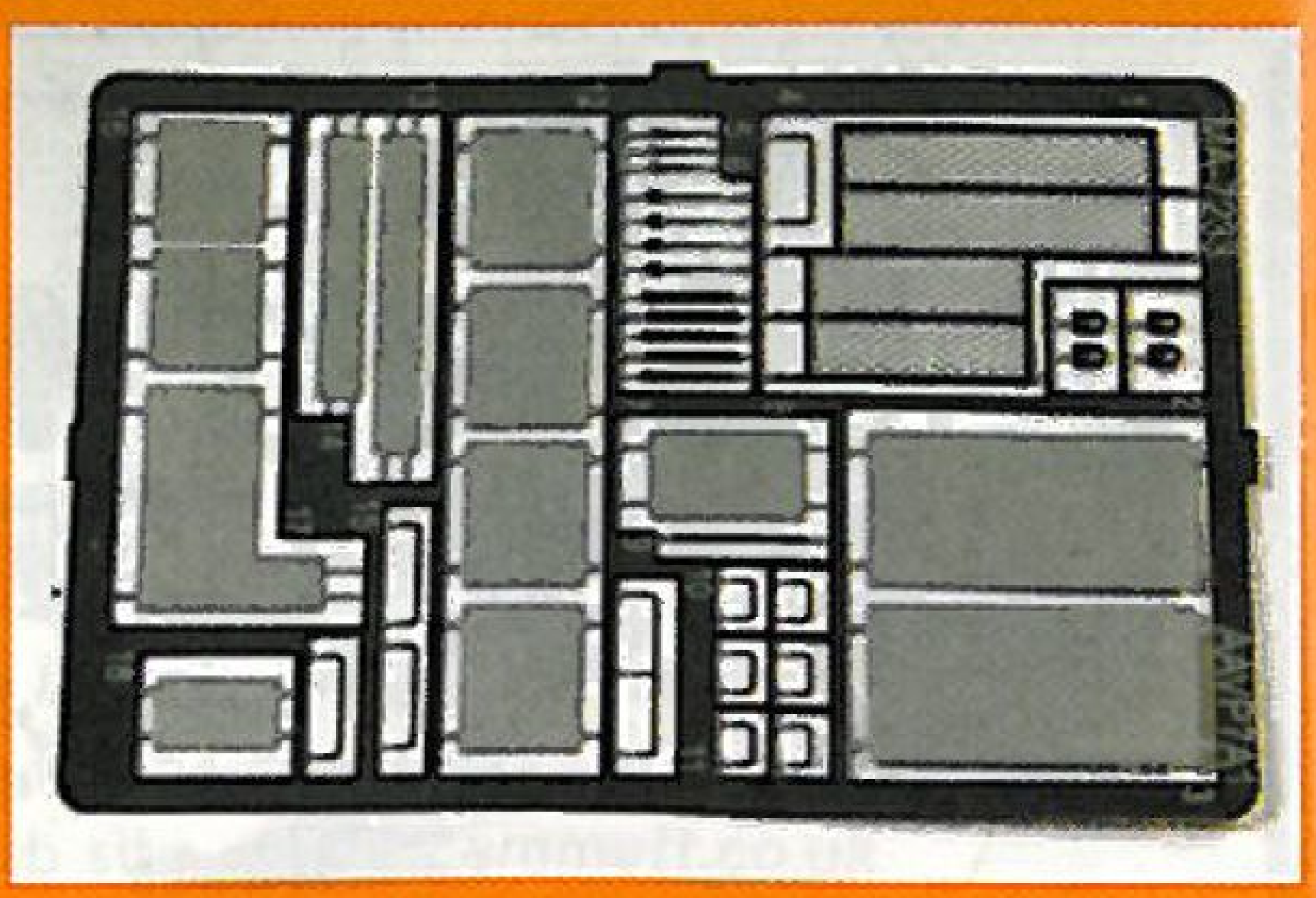
Overall this is one excellent kit and real value for money with what you get.

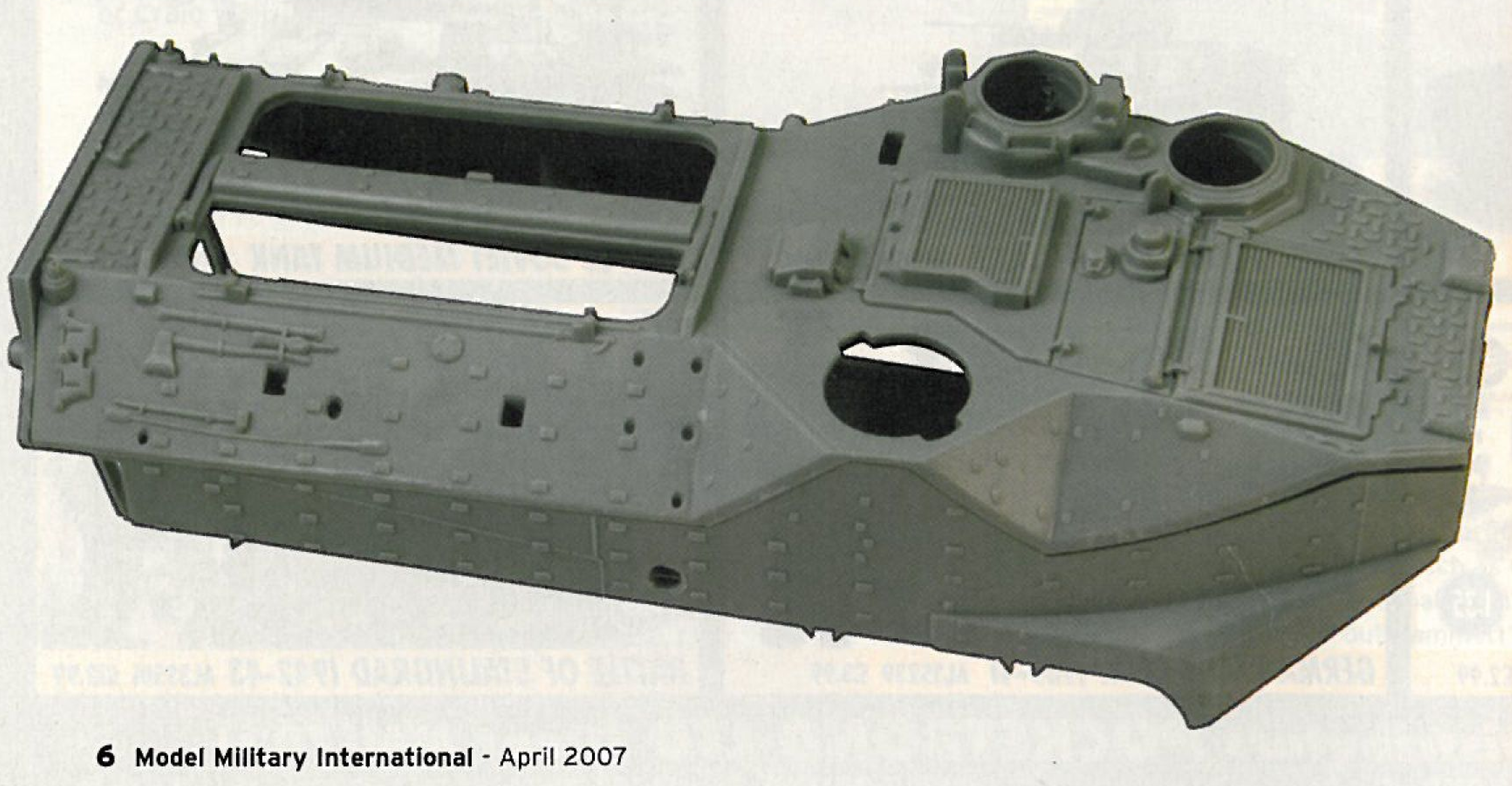
This Dragon kit is available at all good model shops. ■











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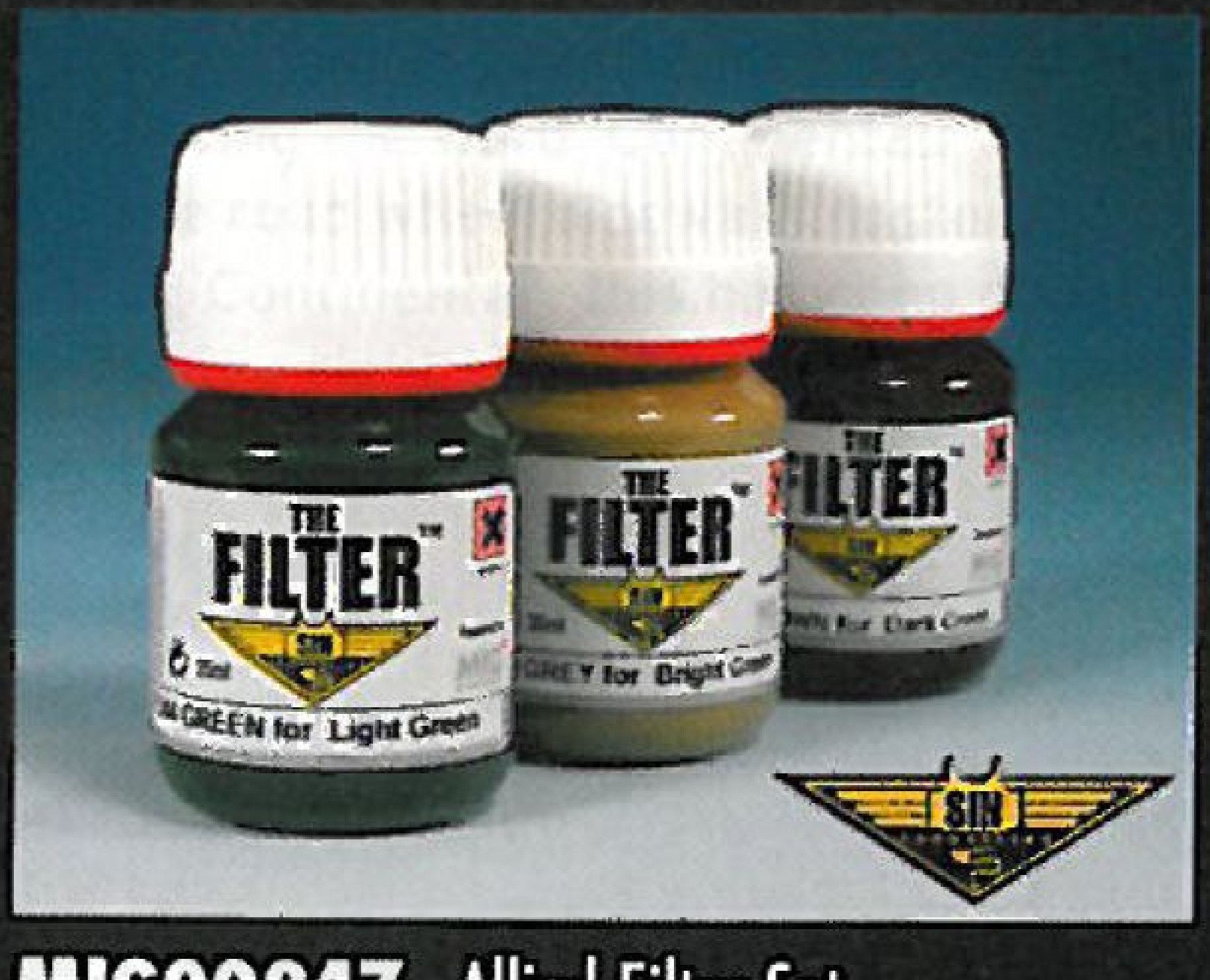
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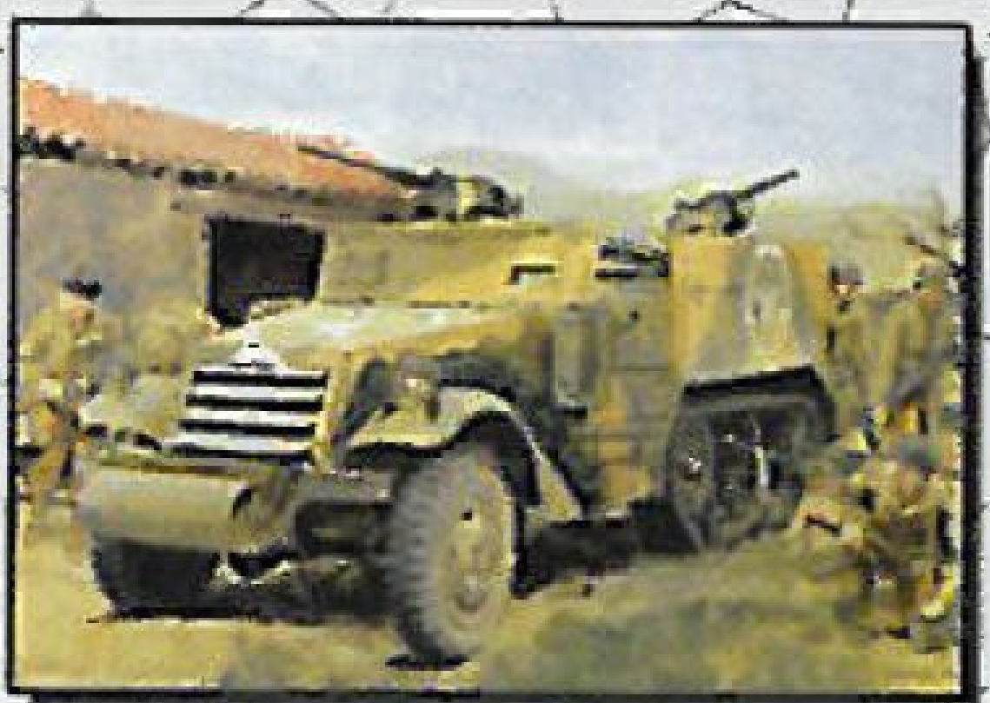

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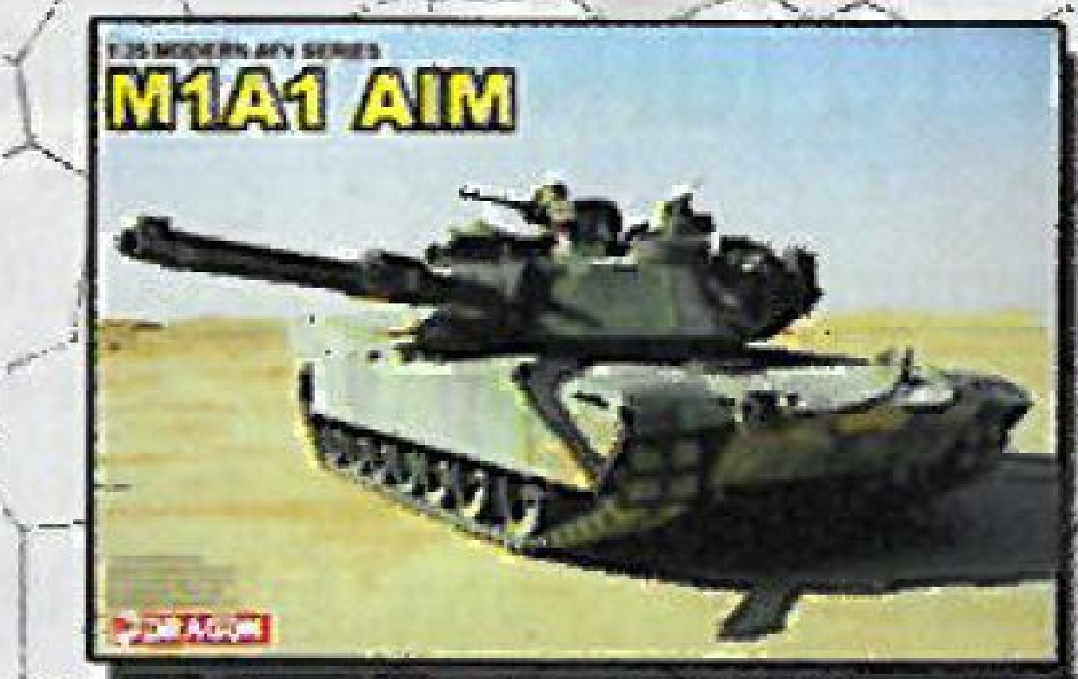
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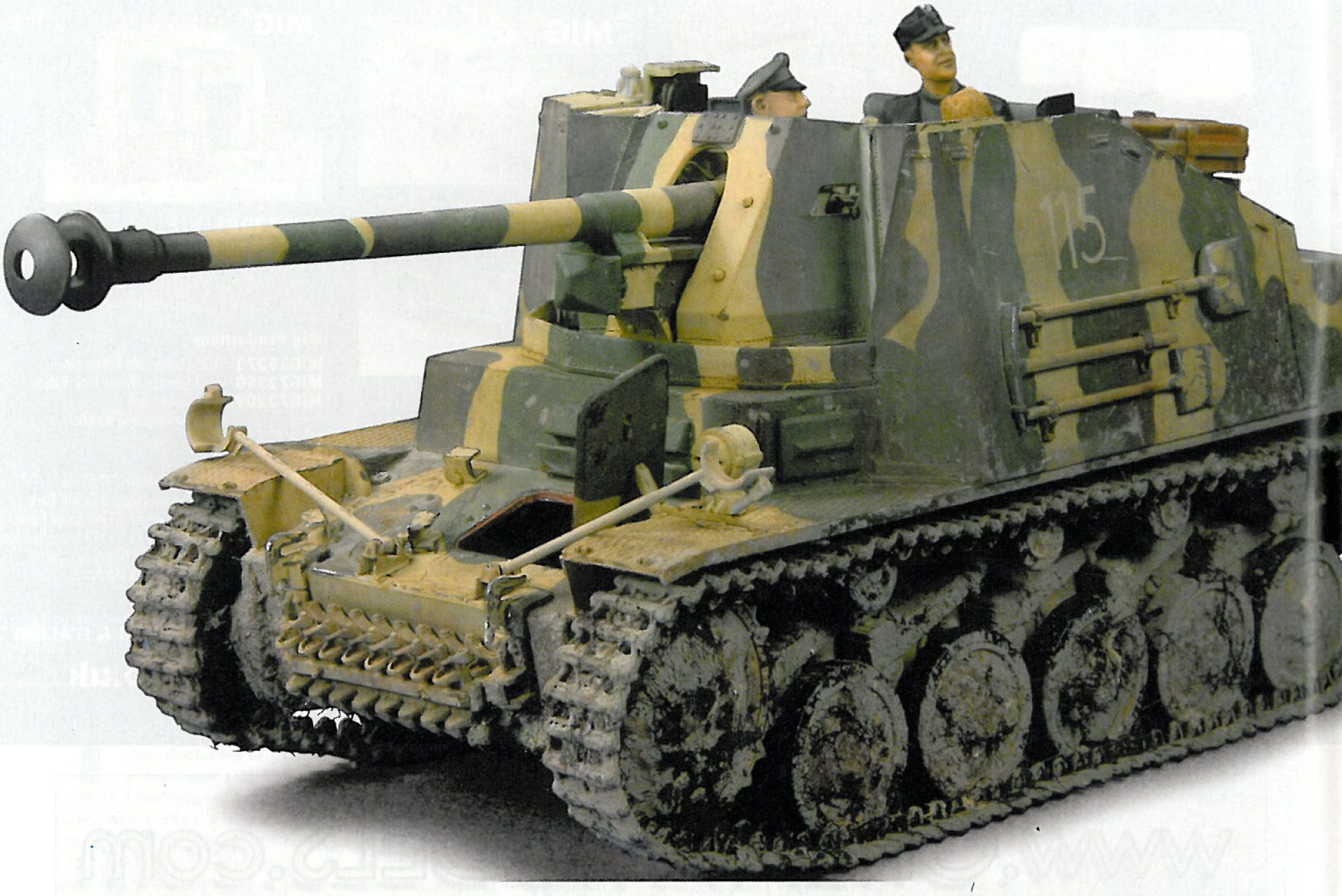


HE'S A MARDMAN

Sam Dwyer gives us the low down on the latest Dragon kit to land on his workbench.

Germany started development of the Marder series of self-propelled anti-tank guns in late 1941 to increase the mobility of towed anti tank weapons by mounting them on a variety of available chassis. The Germans saw a need for this vehicle type in mid 1941 with the appearance of new Soviet armoured fighting vehicles, especially the T-34/76. As with many of Germany's most successful AFVs, the Marder was considered to be an interim solution, implemented to fill the gap until more effective designs could be developed. Vehicles of the Marder series were based on proven chassis of obsolete tanks, as well as on those of captured French tanks. They were armed with either Borsig 75mm PaK 40 series anti-tank guns (Marder I, II, III Ausf M and H), or the captured Soviet 76.2mm field gun (Marder II Ausf D and Marder III Pak 36r).

The Marder II was a self-propelled anti-tank gun based on the well and truly out of date Panzer II Ausf light tank. It was armed with the 75mm PaK 40/2 L/46 anti-tank gun. It was designated (big deep breath) 7.5cm PaK40/2 auf Fahrgestell PzKpfw II (Sf). This conversion used both new and reconditioned chassis and components of the Panzer II light tank. The vehicle used the standard Ausf F hull and superstructure, onto which a new fighting compartment was mounted. Crew consisted of a driver, commander/loader and gunner. The vehicle carried 37 rounds of ammunition. As with all Marders, it offered minimal crew protection, as its fighting compartment was open at the top and rear. In addition to the main armament, a 7.92mm MG 34 was carried inside the fighting compartment. Armour protection ranged from 5 to 30mm.

In total, 576 Marder II vehicles were produced. An additional 75 were converted from July 1943 to March 1944. Marder IIs were issued to Panzerjager Abteilungen and served on all fronts from July 1942 to the end of the war.

THE DML KIT

Dragon's kit is moulded in a grey styrene and as with most of Dragons there are an awful lot of parts in the box, but I'm not about to count them all. The kit comes with a bag of left and right handed track link, which despite DML's claim of them being 'Magic Track' – well lets just say I've yet to see them perform any conjuring tricks. DML also include a couple of sheets (ok, 3) of etched brass, and a turned aluminium gun barrel for the Pak 40.

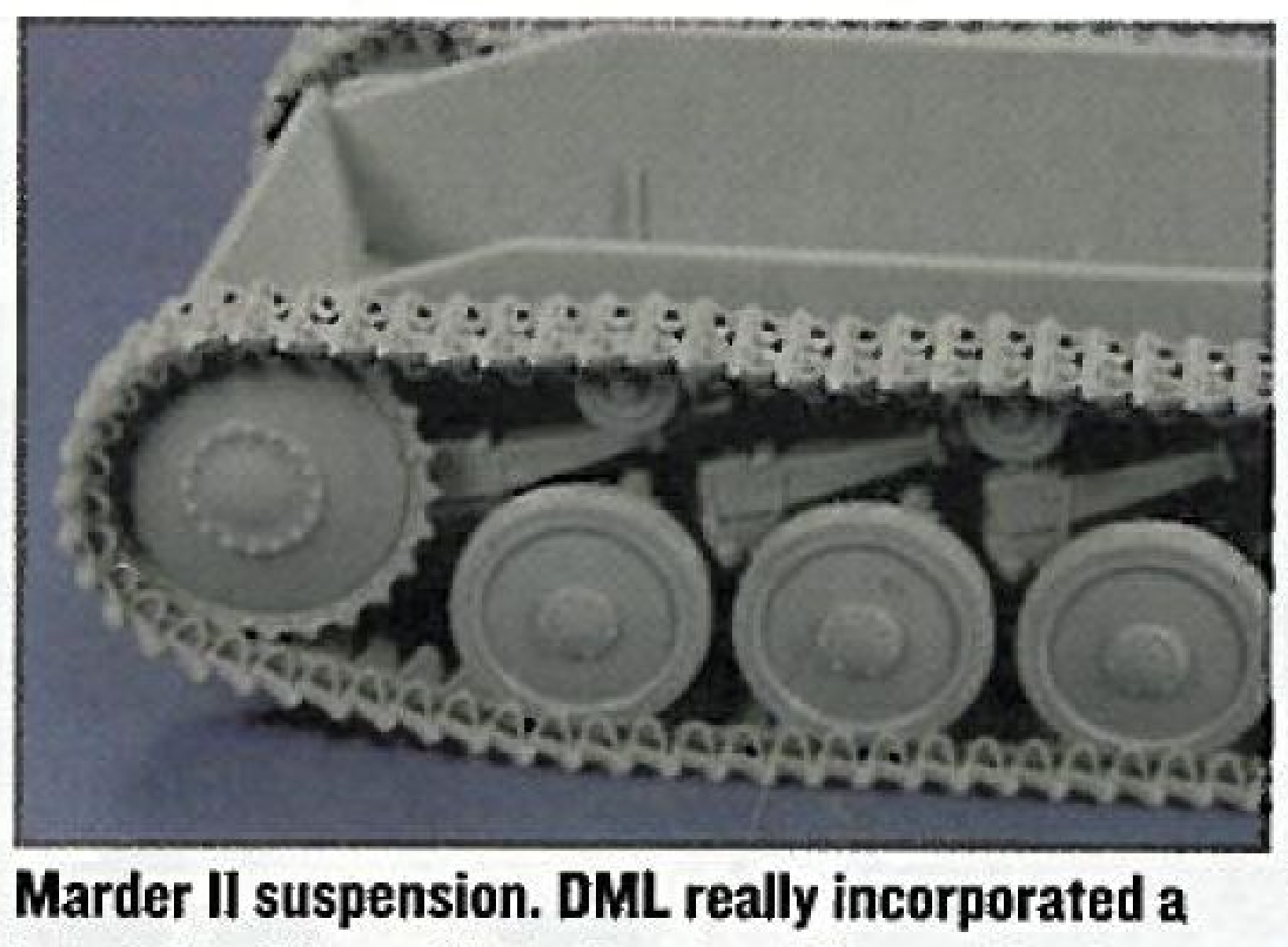
As per usual, construction starts with the suspension (oh please kit manufacturers, heed me, start construction with some other part of the vehicle, just once!). Its here that I began to notice that for a new kit, some of the parts exhibited a rather alarming amount of flash, namely the road wheels. Granted, it was easy to remove, but for a new kit, well it just shouldn't be there. DML include some very nice detail throughout the running gear, including their now traditional copyright avoidance technique of having the word 'Continentau' on the road wheel sidewalls, instead of 'Continental', this has been done so the right side of the letter 'U' can be shaved to make an 'L'. I left as much as I could separate on the lower hull, to ease painting later.

A vehicle with an open top like the Marder II really needs to have some interior detail, and DML provide it. What they do provide is very nice, but as with every model, can do with some extra detail. I added some bolt details using Titchy Trains rivets, and added some cabling for the intercom boxes, and cooling trunking for the transmission final drives. It's nothing spectacular, just some pieces of 10 thou Evergreen card, and some bent wire, but it really helps improve the interior that DML provide.

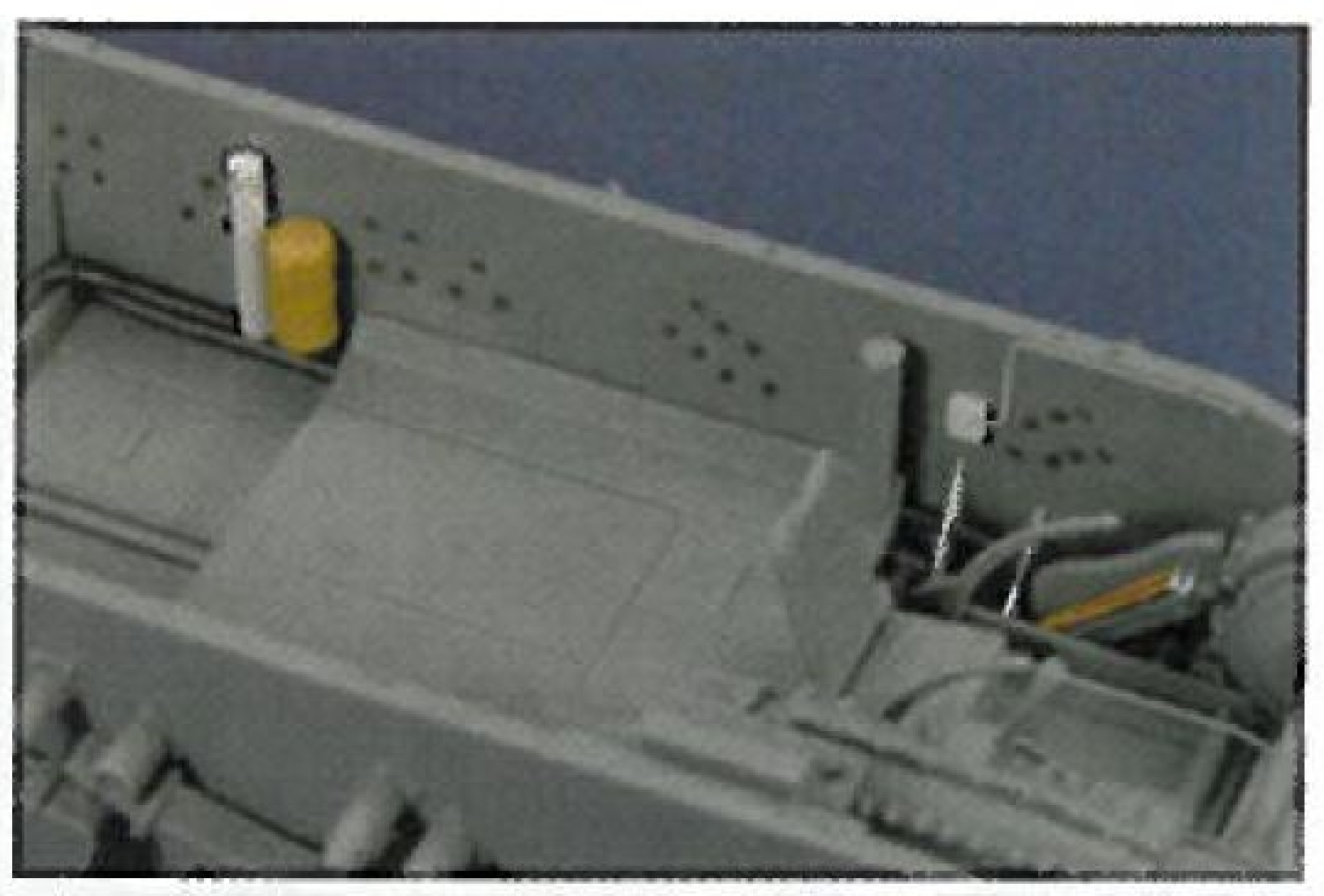
I also added the gear shift linkages to the transmission. The interior was painted using Xtracolour's X818 Ivory and a custom mix of Tamiya colours for the blue/grey on the transmission. The interior was then weathered with a heavy post shade and then paint chips were hand painted, followed by tiny scratches using a 2b draftsman's pencil.

INTERIOR DECORATING

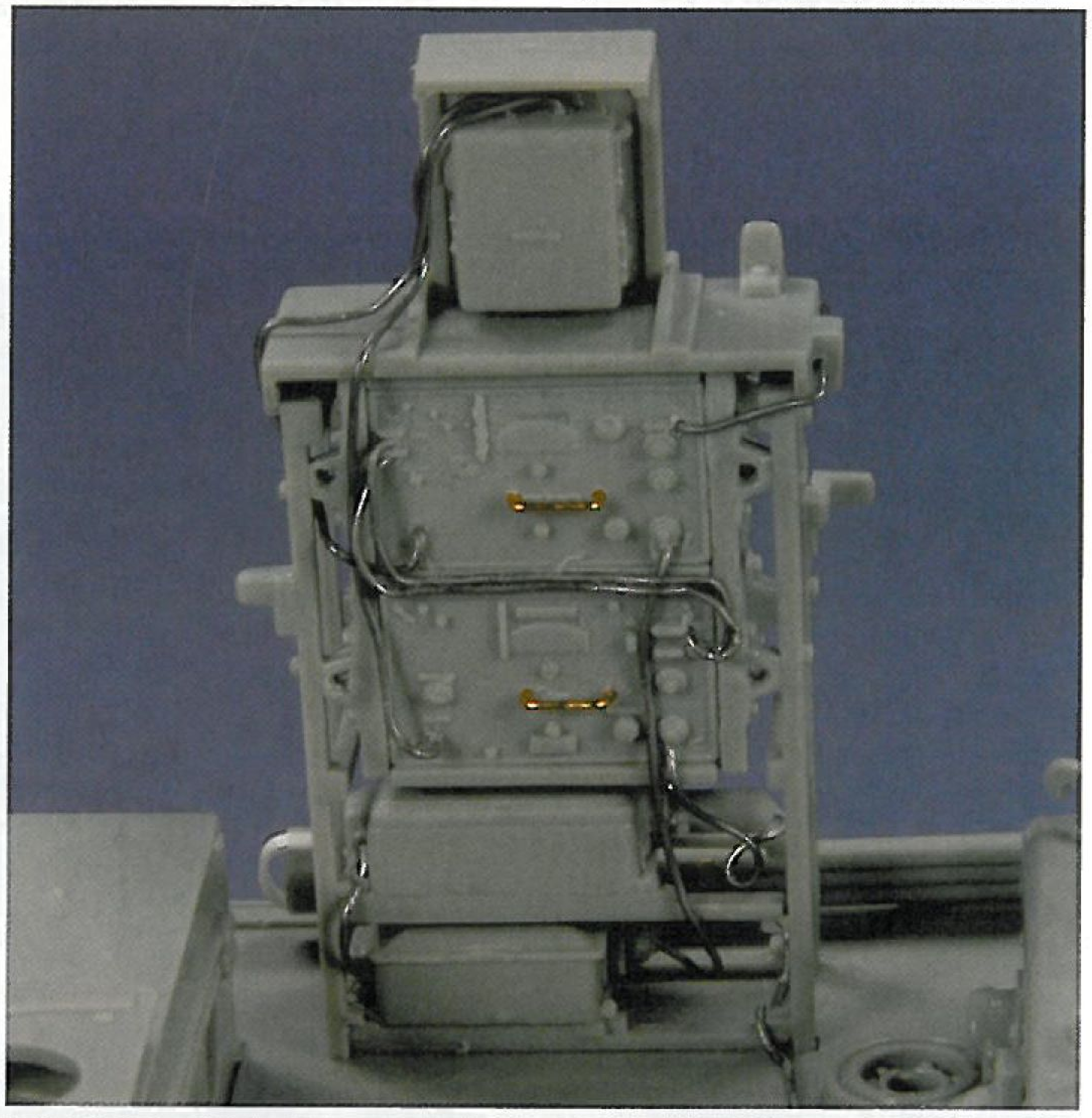
DML provide an excellent radio rack in this kit, probably the most complete set up I've seen in a model. They include all the radios, speaker boxes, transformers and junction boxes. All that is needed is to wire this all up, I used the excellent Achtung Panzer No. 7 for reference. In fact I used this book as my primary reference for detailing the entire model, it proved invaluable. DML did a fantastic job in my opinion of capturing all the detail of the interior of the hull and fighting compartment, all I really did was augment their efforts, oh and thin down the edges of the superstructure side plates! The floor of the fighting compartment, and the inside walls of the upper armour I actually painted at the same time as the drivers compartment, substituting dark yellow for ivory. In open topped vehicles such as the Marder, all areas visible to the outside were painted in camouflage colours. I started off with a base coat of Tamiya XF59 Desert Yellow, then a cloud spray of Vallejo 876 Buff. A light wash was applied, then a heavy post shade, then paint chips and some light pastels and pigments. The details on the radios were painted with Vallejo acrylics, and the fire extinguisher was painted red to add a little colour, following this the hull sides were glued on, so that I could start work on the outside of the vehicle. ▶



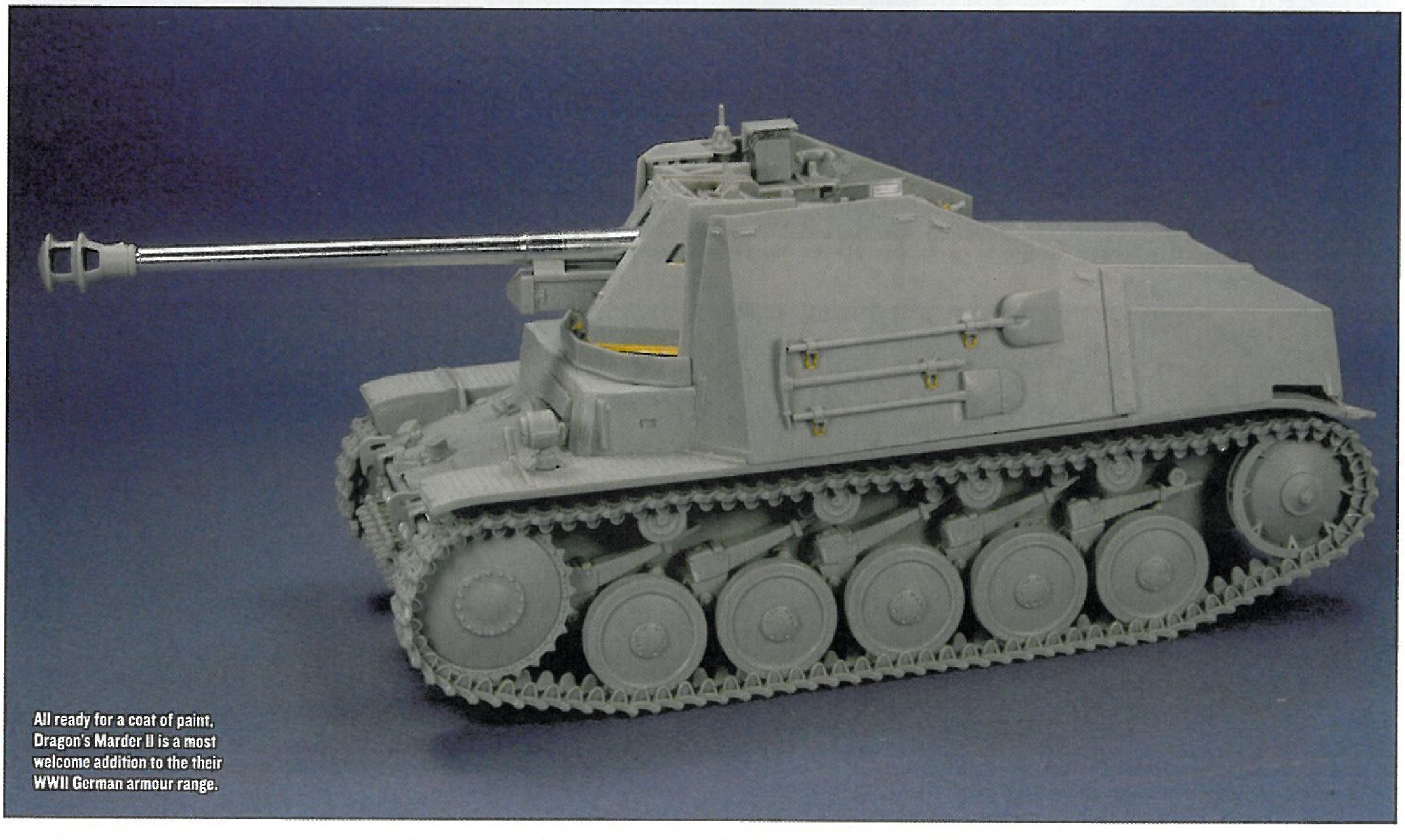
Marder II suspension. DML really incorporated a lot of detail here. Note the stenciling on the tyre sidewalls. The DML Magic Track fit perfectly.



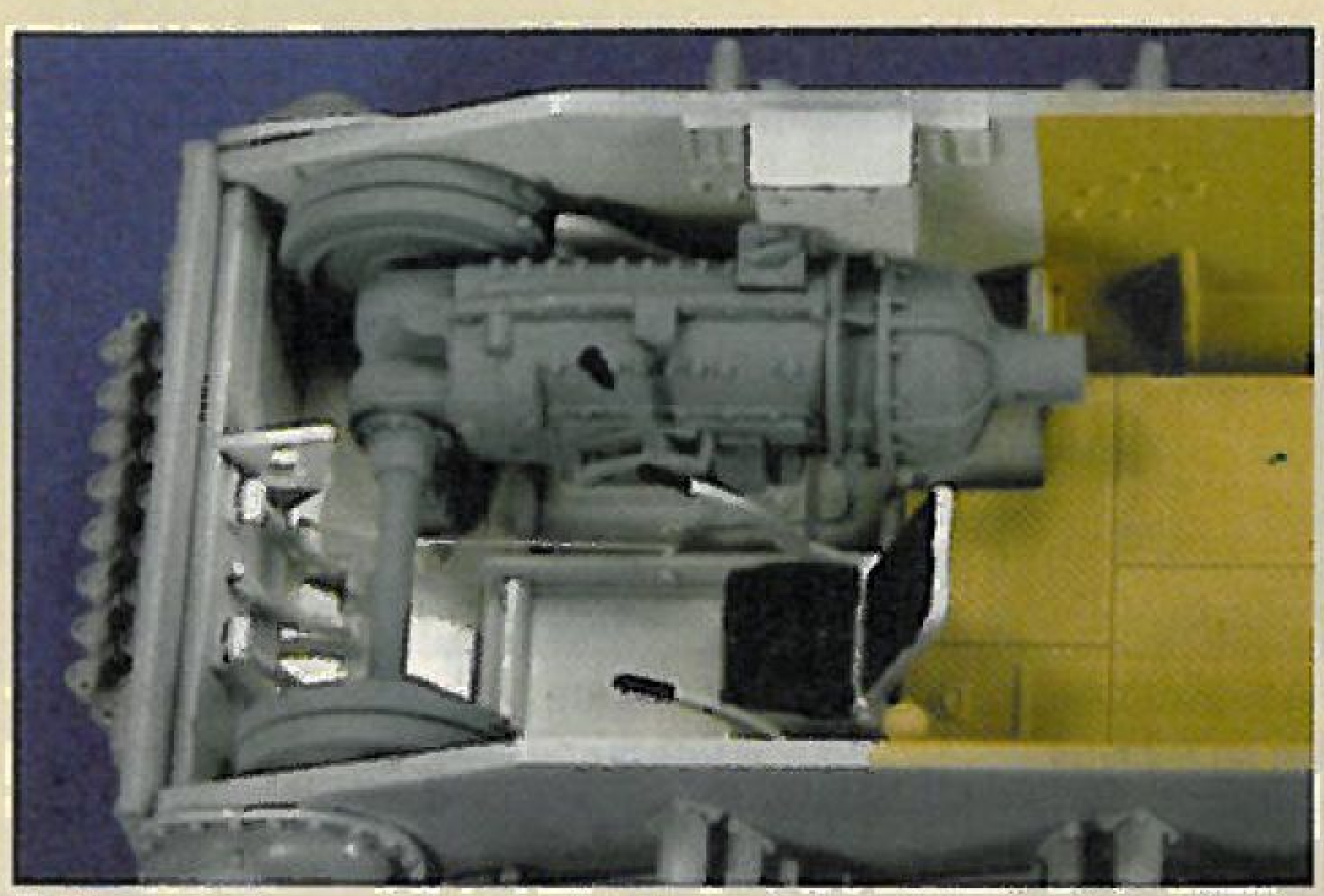
These tiny red dots are Tichy Trains rivets. This bolt detail represents the retaining bolts for fittings on the outside of the hull, and would have been virtually impossible for DML to include, but is easy to add.



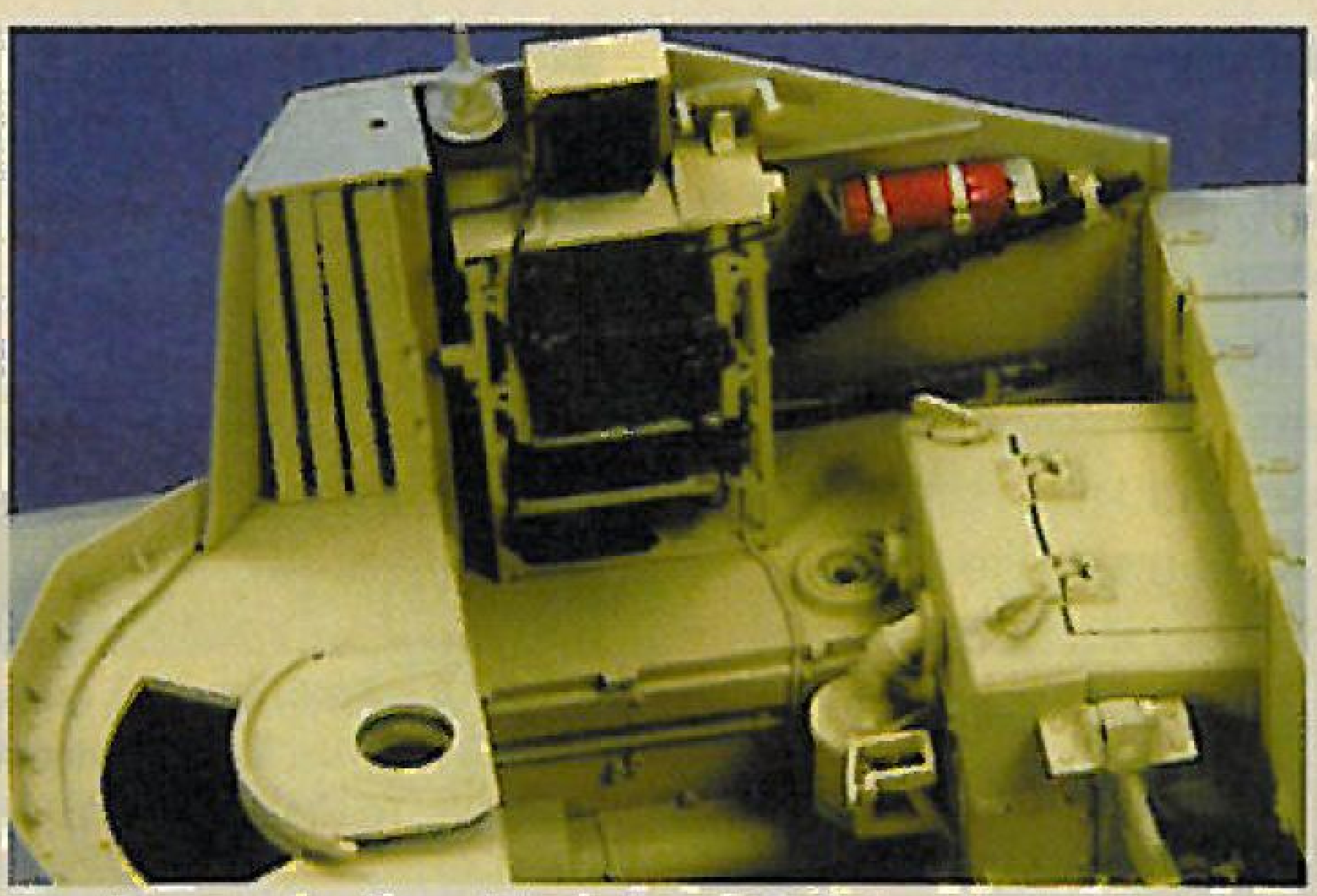
Radio installation. DML should be commended here, as it is near perfect. All that was required was to add wires, I used Achtung Panzer #7 for reference.



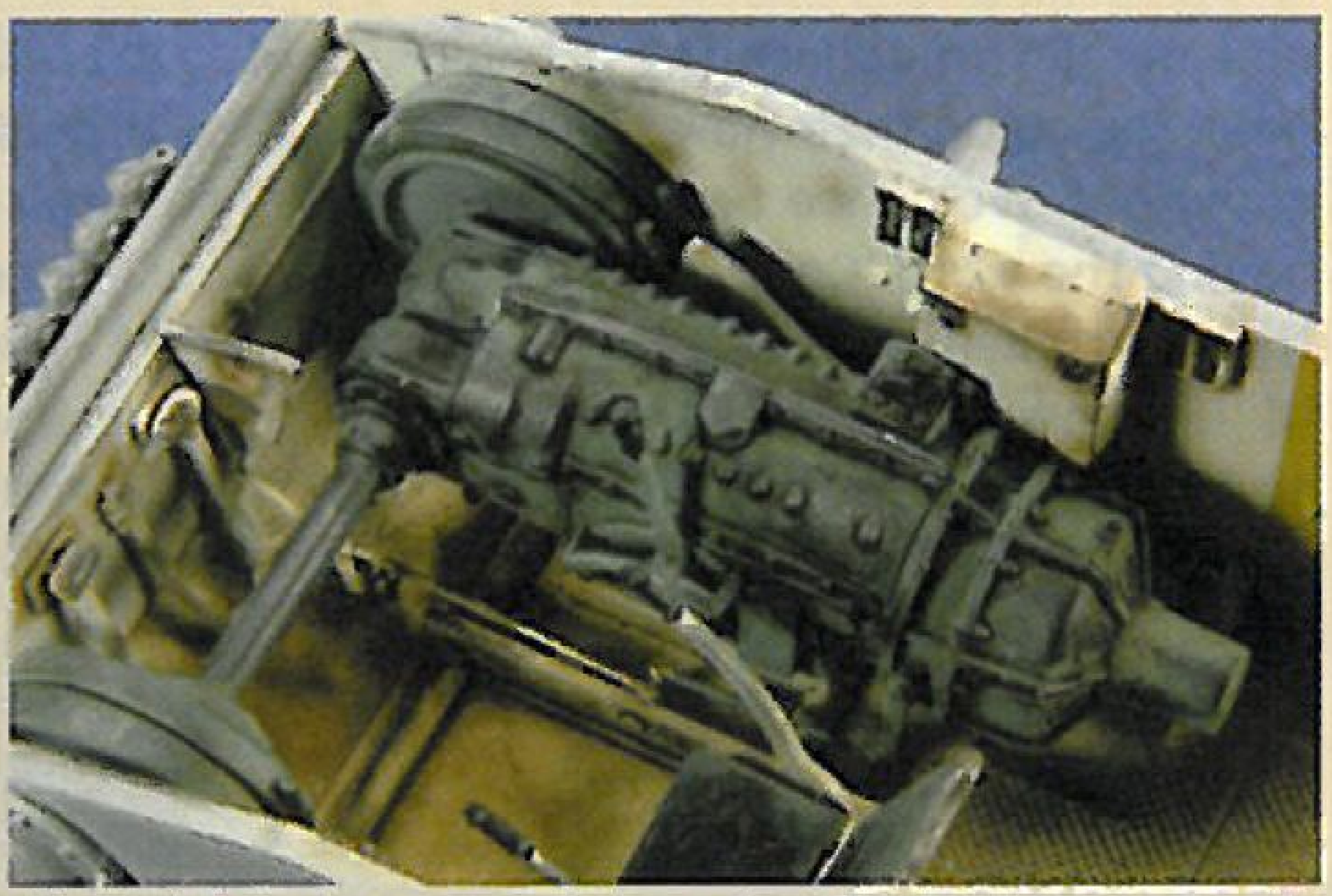
All ready for a coat of paint, Dragon's Marder II is a most welcome addition to the their WWII German armour range.



Hull interior base coated. The fighting compartment was painted dark yellow as it could be seen, due to the Marder being open topped.

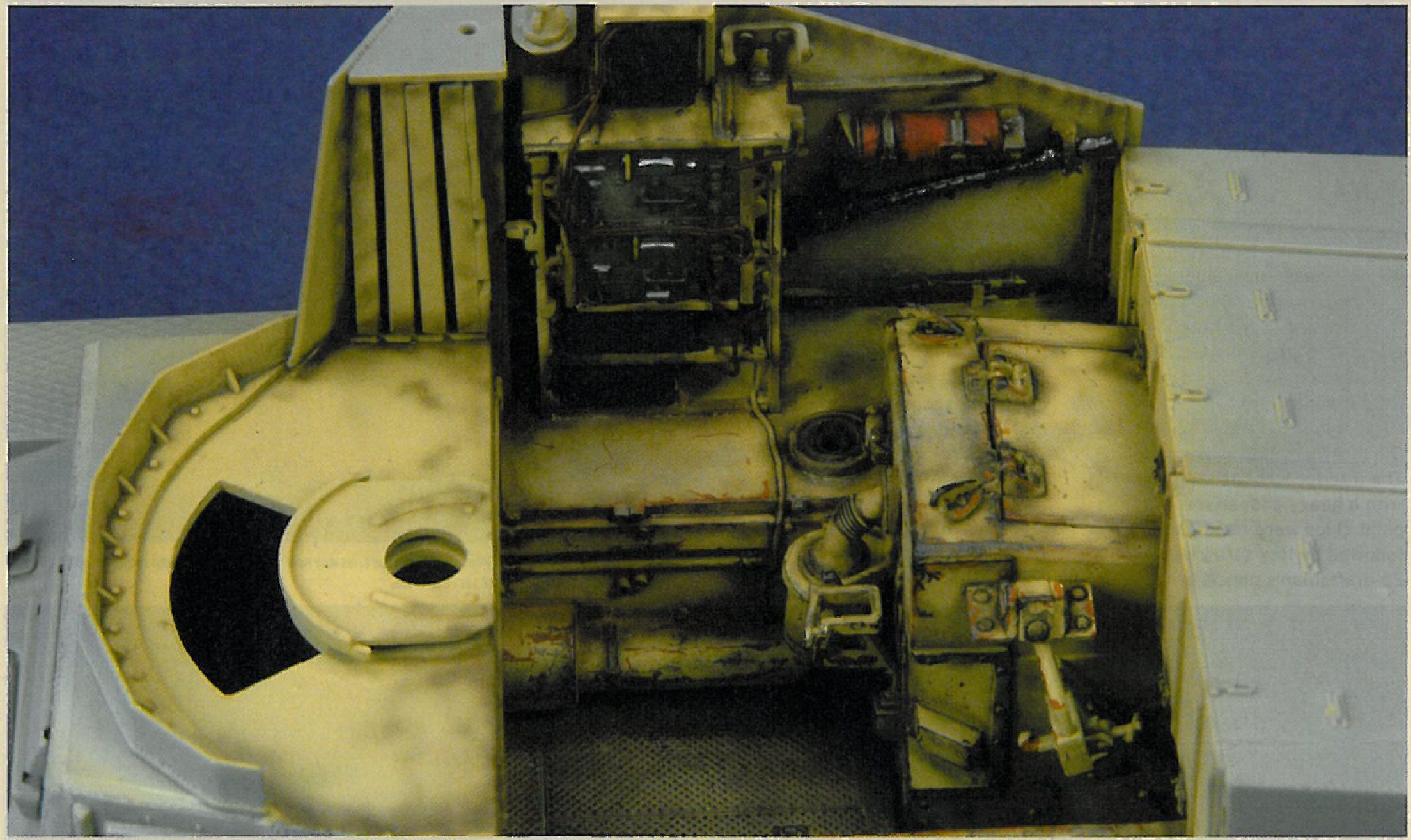


More base coating. Everything looks a little drab and unexciting here, its crying out for detail painting.

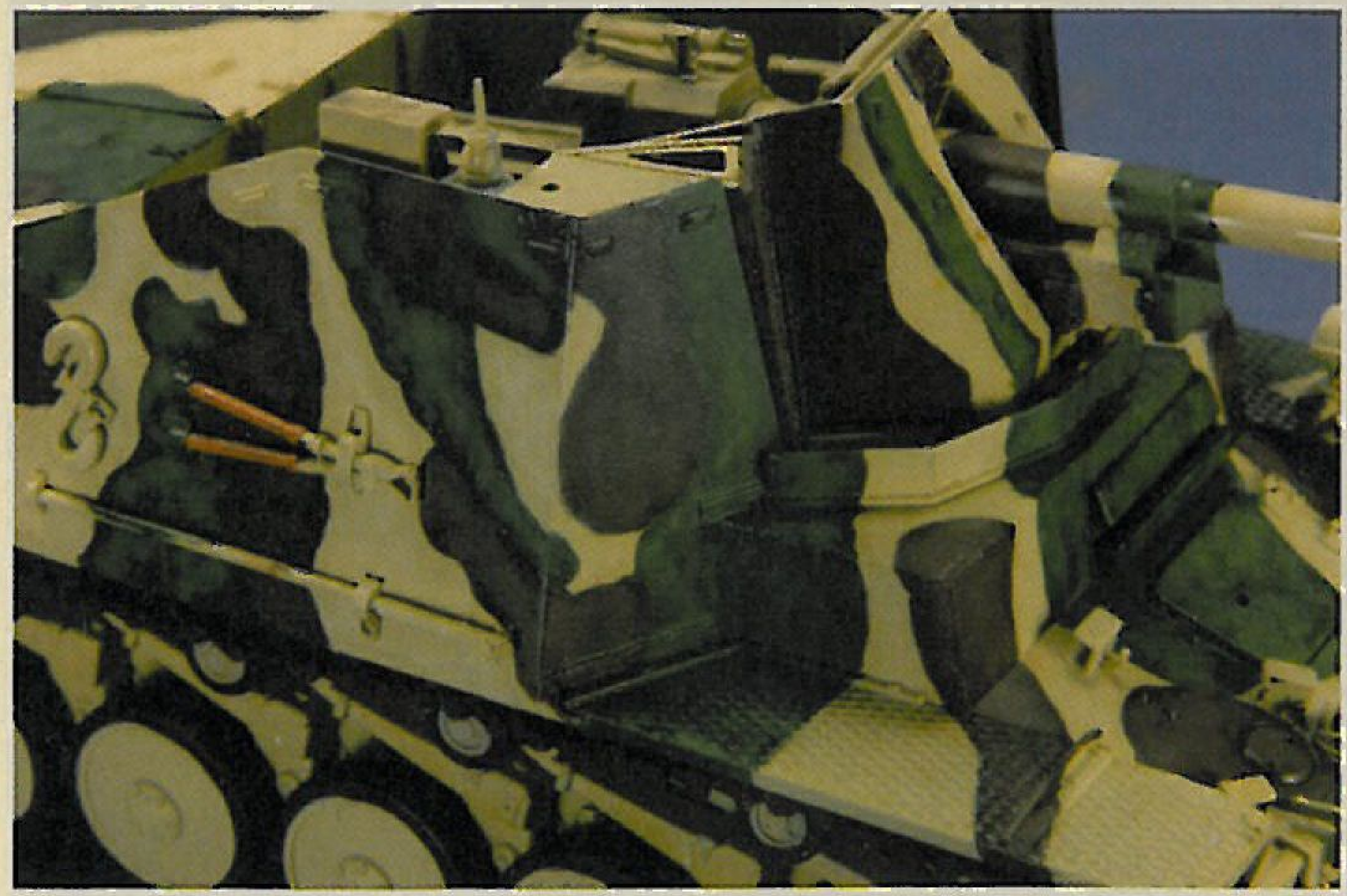


What a difference some weathering makes. This has been weathered by post shading with the airbrush, pastel chalks, and metal wear using a 2b pencil.

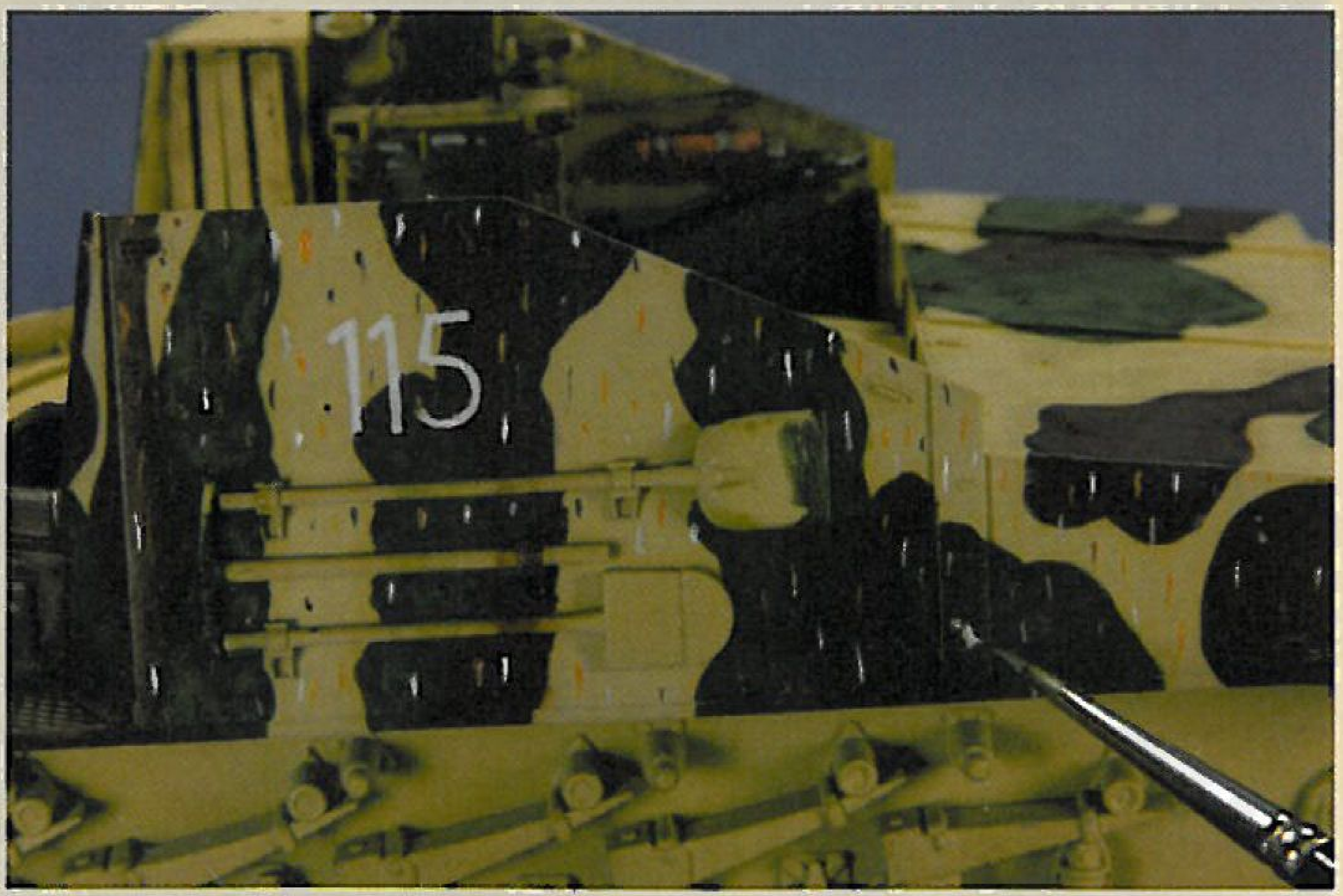
"DML did a fantastic job in my opinion of capturing all the detail of the interior of the hull and fighting compartment"



This is a great comparison photo of the fighting compartment, with the one above. With all the weathering in place it has really brought the interior to life. Careful use of graphite powders and pencils have given the edges a realistic metallic sheen.



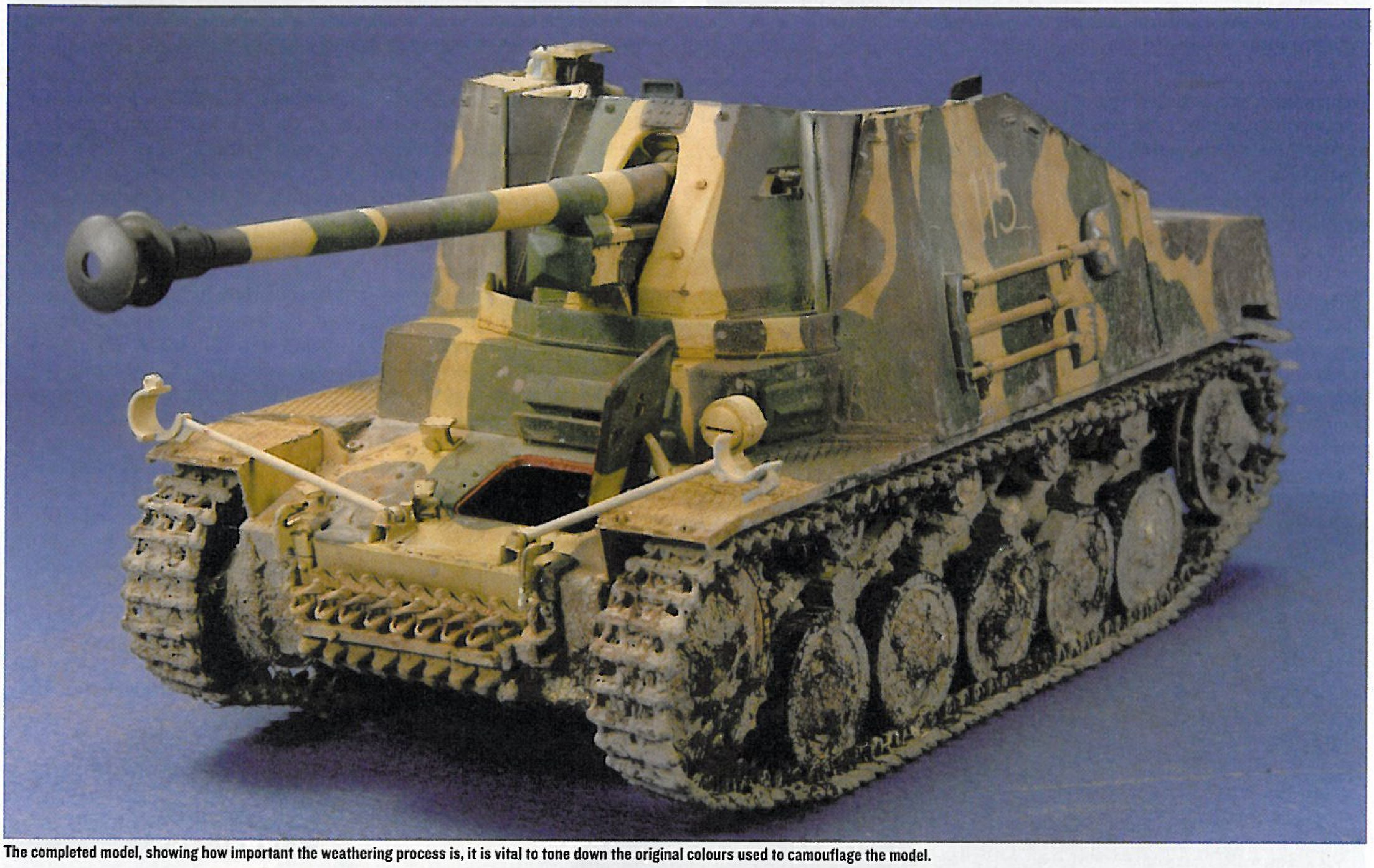
No, I'm not on LSD, this paint scheme is matched from wartime photographs of a real vehicle. This pattern was hand painted using Vallejo's excellent acrylic paint.

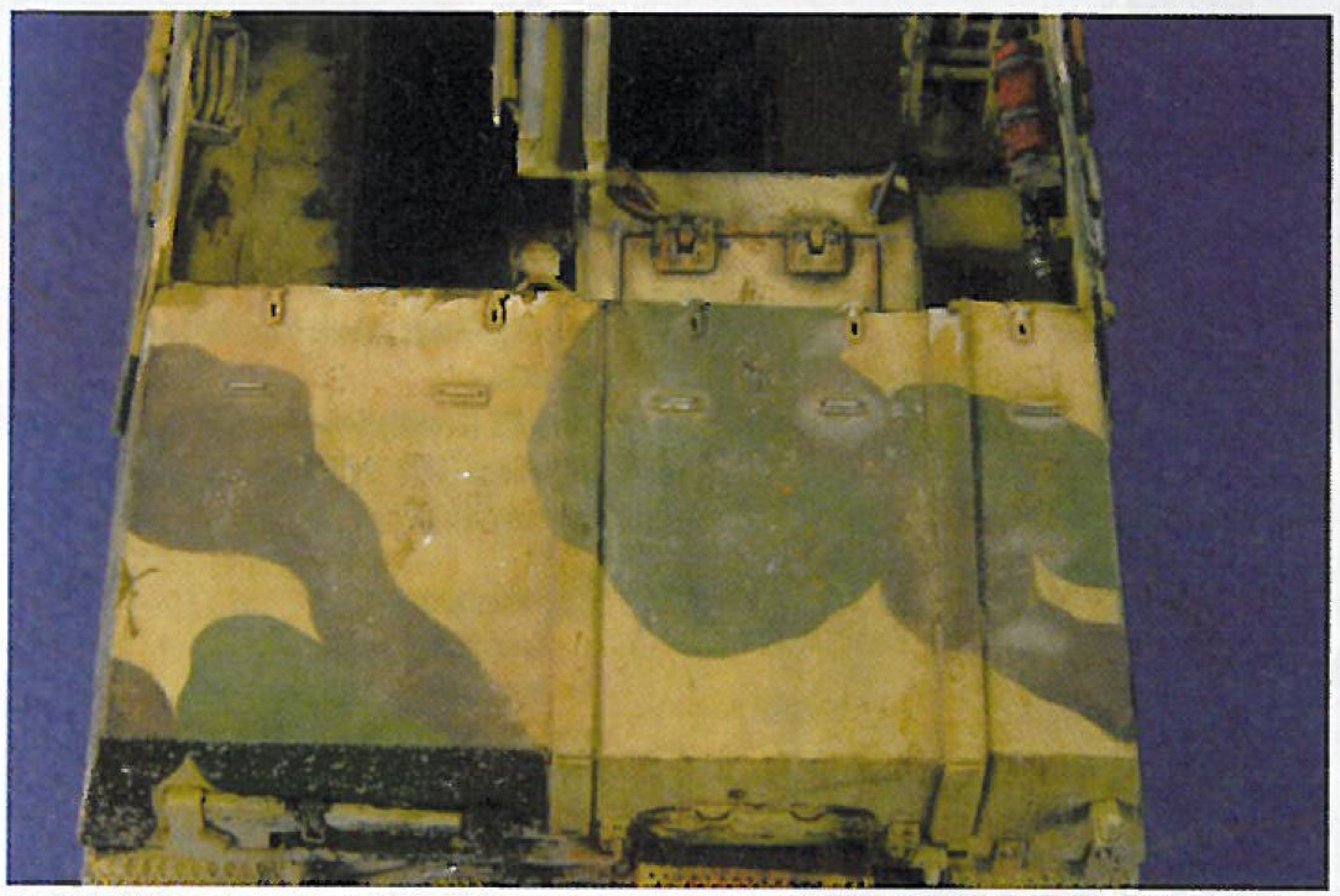


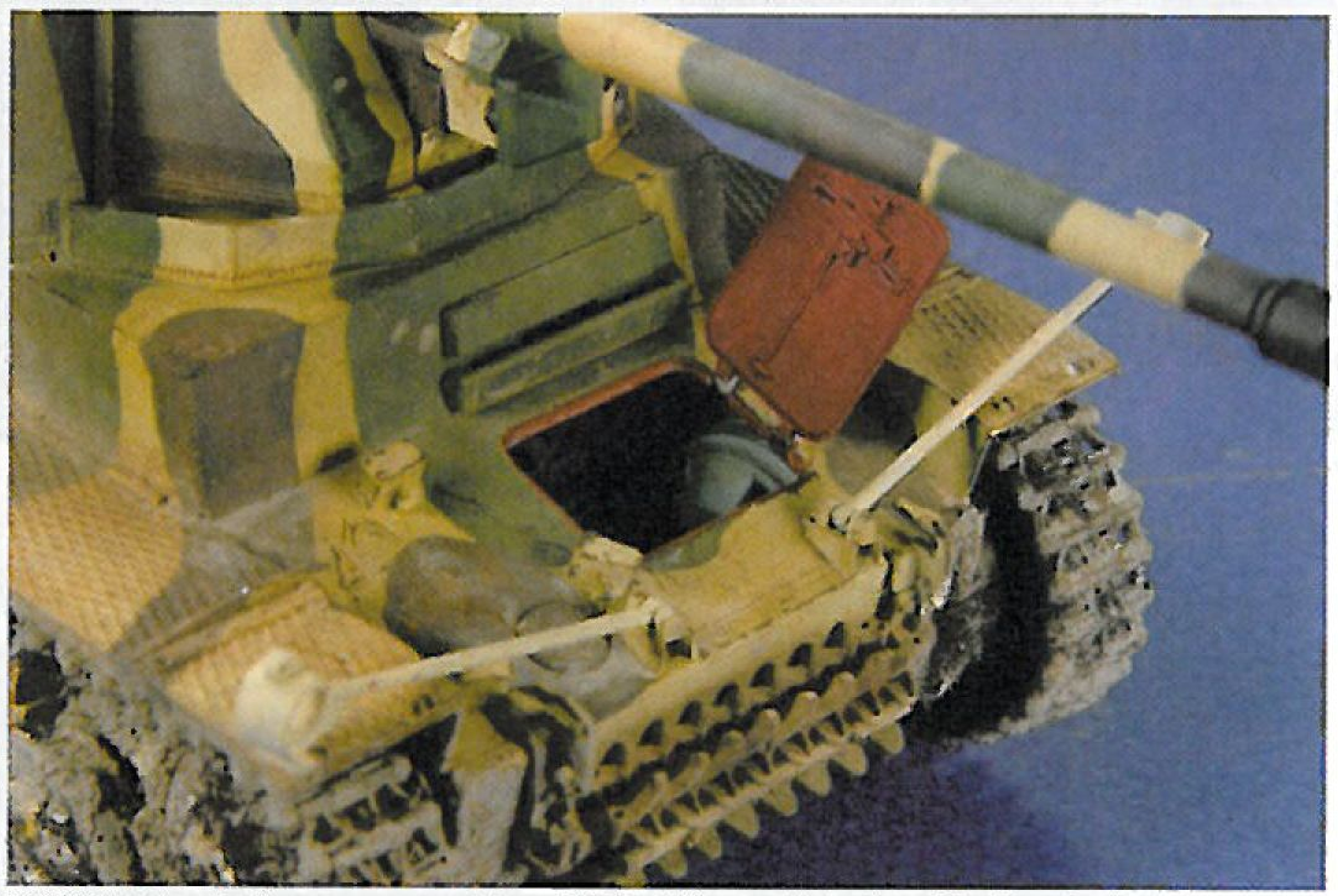
Its raining! This technique of adding tiny daubs of oil paint, then removing it with a moistened brush adds depth and visual interest to the model.

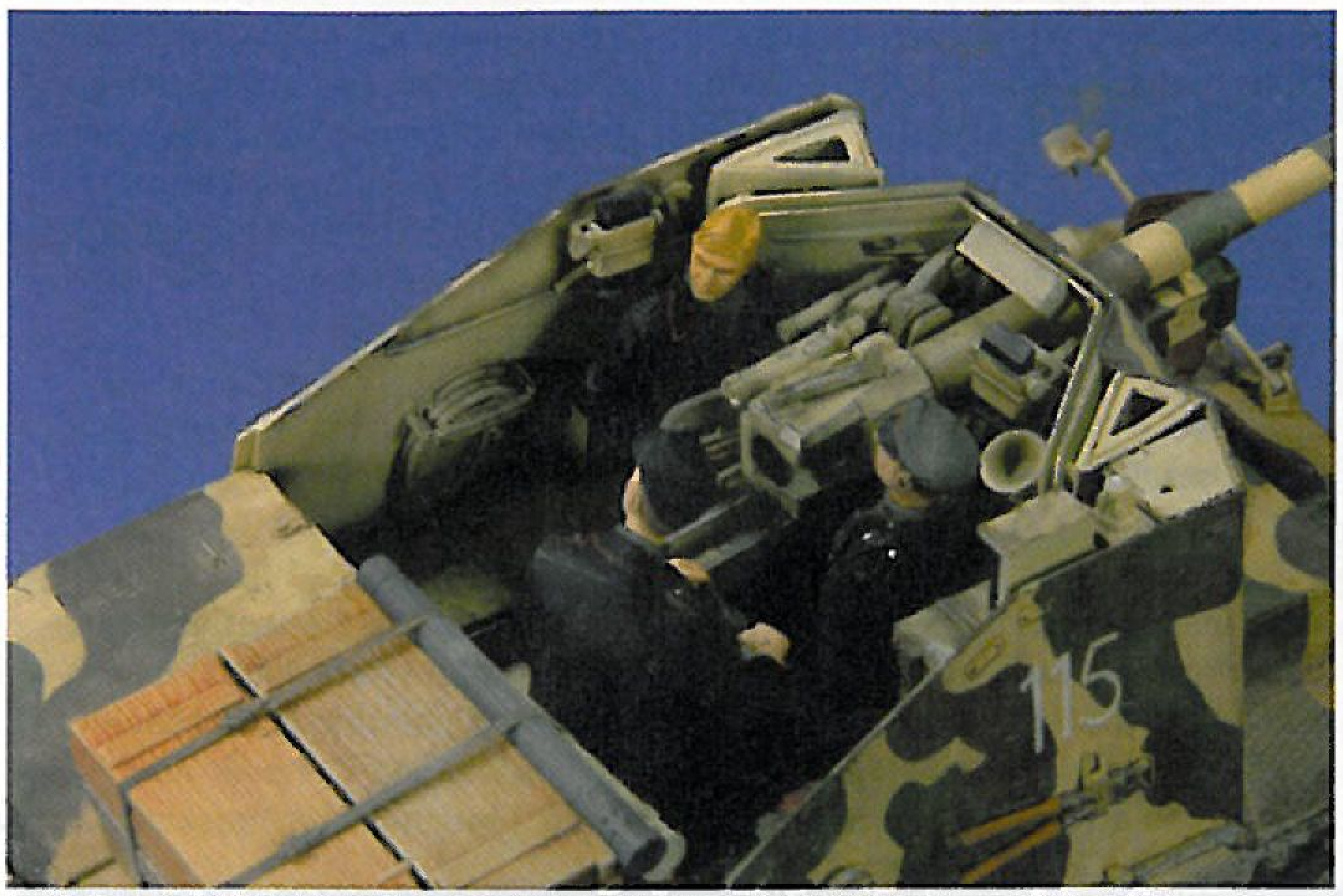
As with the inside of this vehicle, DML crammed the outside of it with details as well. Again, there were some parts that exhibited flash, yet others I thought really pushed the boundaries of injection moulded detail – things like the vehicle tools were exquisite, but the main upper hull parts were a little soft in detail, and flashy. I also found that it took a little 'effort' to get the upper armour plates to actually fit the hull properly and be totally gap free. After some work with my biggest file, everything lined up and fitted together. The rear ammo storage boxes didn't fit together that well either, I ended up using stretched Evergreen rod to fill the gaps, then adding welds using a Pyrogravure to the edges of these boxes. While I was at it, I reworked all the welds on the vehicle. This is a little time consuming, but worth the effort, as it wouldn't do to have different looking welds all over the vehicle now, would it? The Pak 40 was built up as per kit instructions, with only some minor details added. Let's face it, this is the 3rd DML Pak 40 I've built, I could probably build one in my sleep now! Strangely, I've yet to build a Pak 40 sitting on its carriage and trails. I've done a Sd.Kfz 251/22, an Sd.Kfz 234/4 and now this Marder, all with Pak 40's. DML's turned barrel is a nice addition and sure beats removing the seam lines of a 2 part plastic barrel. DML give you the choice of 3 muzzle brakes, early mid and late, which are really nicely detailed, and is a nice touch – I chose the late pattern.

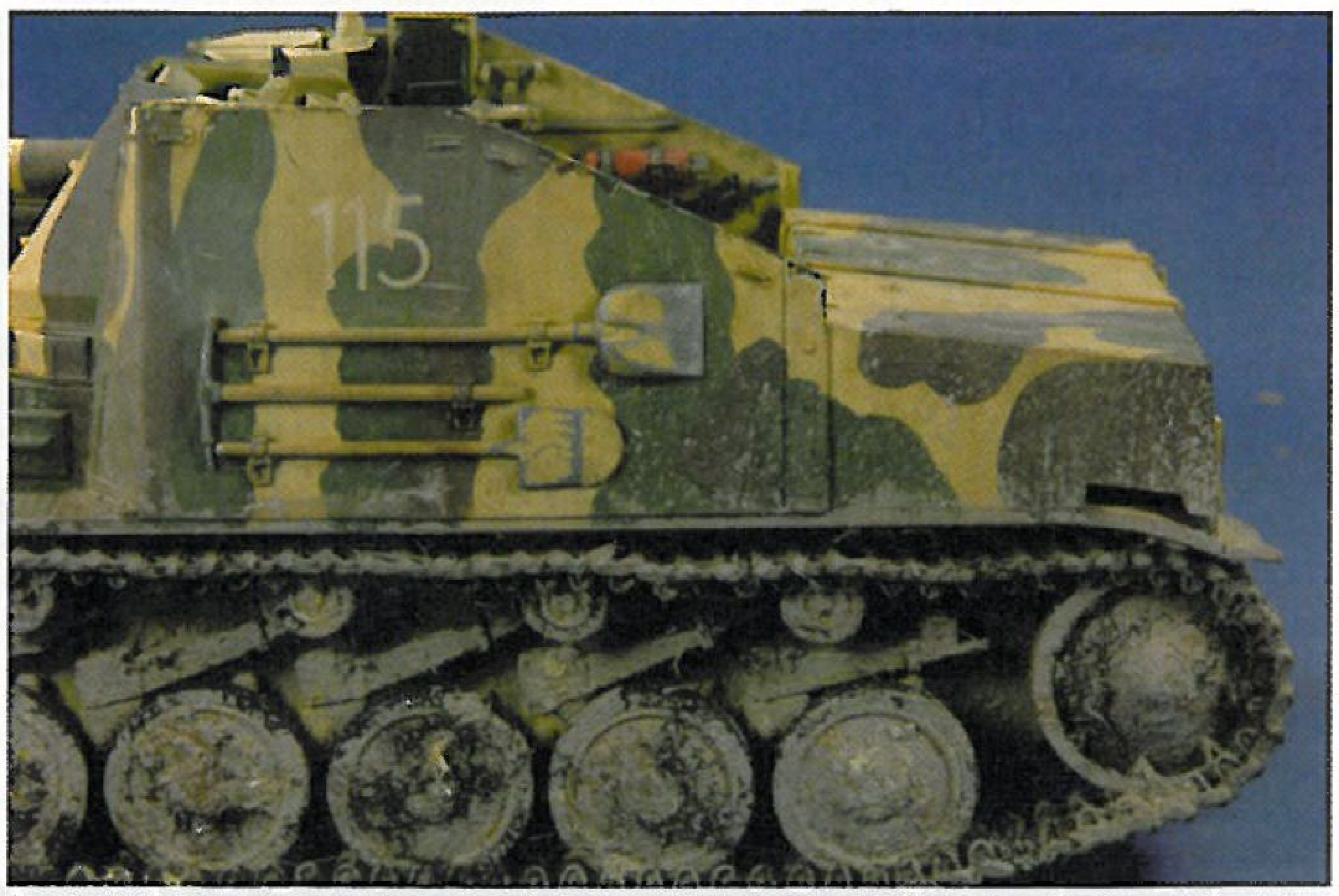
So, with the sides on, the gun built, and the interior painted and weathered, its time to paint the exterior. I wanted something really different for this model – I found a before and after shot of a vehicle knocked out at Lake Balaton in Hungary in March 1945. This vehicle sports a vivid hand painted 3 colour camouflage pattern. I just knew I had to do this vehicle. I started off by masking the interior off, and spraying a basic coat of Tamiya XF59 Desert Yellow, followed by a cloud spray of Vallejo Buff 876. The camouflage pattern was laboriously hand painted with Vallejo 872 Chocolate Brown and 890 Reflective Green in 2 thinned coats. I must say that hand painting is an absolute nightmare, and I'll never do it again, I much prefer masking with


The completed model, showing how important the weathering process is, it is vital to tone down the original colours used to camouflage the model.


This is the rear deck after 3 or 4 coats of MIG's 502 Abteilung filters. This really looks like it has seen some wear and tear.


RED! German red primer was very red, I used Vallejo's Terracotta to show this. Here the hatch is only base-coated, weathering will tone this colour down.


I added some Wolf Models tank crew to the model. This really highlights how small the vehicle was, you couldn't swing a cat inside a Marder!


Spatterfest! Clean models of tanks don't look right, this mud was added last after all other weathering. By changing the colour and texture of the mud we avoid a monochromatic look.

Tamiya tape, and airbrushing the colours on. Over this, I sprayed a coat of Future Floor polish, to seal everything in.

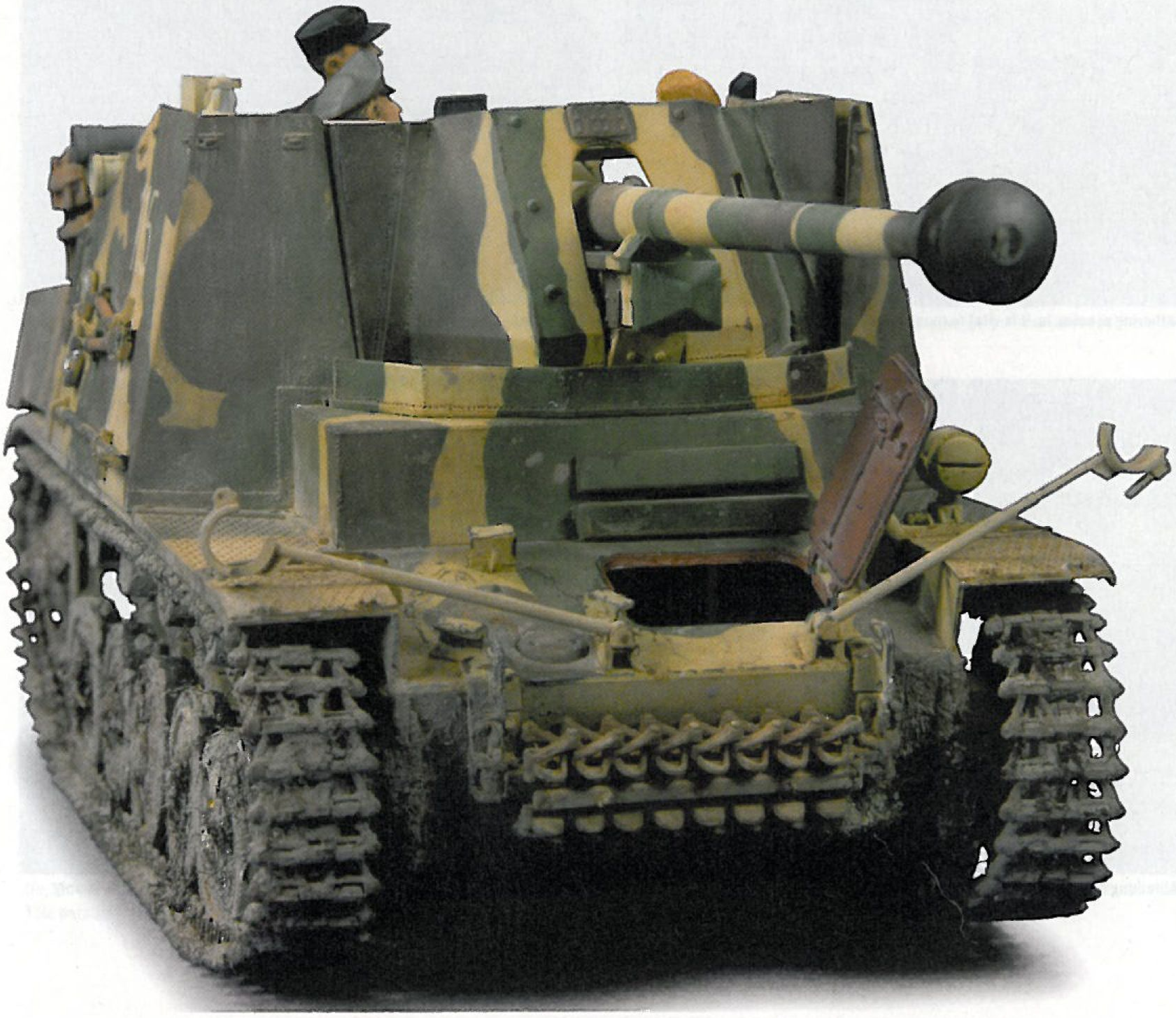
To kick off the exterior weathering, I mixed up a lighter shade of each of the camo colours and thinned them heavily, then faded out each colour, its just like colouring in between the lines! This adds some random fading and colouration to the camouflage, and also adds some visual interest. I then added tiny streaks of Mig's new 502 Abteilung oil paints. These have been specifically formulated for modellers, and I think they're excellent. These streaks were blended in with a brush moistened in odourless turpentine. I also gave the whole model a couple of coats of 502's excellent new filters. This is a pre mixed filter solution, and really looks very effective once dry. I tried something a little different here, in that I applied 3 or 4 heavy coats, to get a dirty build up. Various paint chips were added using thinned Vallejo paint, and the ever trusty 2b draftsman's clutch pencil.

MY NAME IS MUD

For the mud on the running gear, I made a horrid mix of Vallejo choc brown, Mig Pigments European dust and beach sand, PVA glue, and some Heki static grass. This was smeared liberally over the entire lower half of the model, making sure I added extra muck where it would accumulate, behind the wheels and inside pretty much every nook and cranny in the running gear. Over this mud, I added a mix from lighter shades of pigments and Mig's odourless turpentine, flicked onto the model with an old toothbrush. This gives the spattered effect. The exhaust was rusted out with some rusty coloured pastels, and as a final touch, I threw open the transmission inspection hatch at the front of the vehicle, after painting the inside with Vallejo game colour 72065 Terracotta.

Oh, as a final touch, I added some figures left over from my Osprey Modelling the Marder SP Gun book, just to give the tank some scale.

This is a fantastic subject from DML, and not before time. Previous to this release, the only Marder II we had of this variant was the old Tamiya kit, which was not the best, although not too bad for its age. This kit isn't without its faults, but really was fun to build. To be honest it felt to me at times that this kit may have sat on a shelf at DML HQ for a few years, unreleased, before being hurriedly dusted off and rushed into production. Either that, or it didn't get enough pre-production builds, as there were a few areas where it didn't go together too well. Still, it's a great kit of a great subject, and I thoroughly enjoyed the build. ■



Modelspec

Pz.Kpfw.II MARDER II **Kit No.6262**

Paints used

Tamiya XF1 Matt Black
Tamiya XF59 Desert Yellow
Tamiya XF64 Red Brown
Vallejo 876 Buff
Vallejo 890 Reflective Green
Vallejo 830 German uniform colour/field grey (for the radios)
Vallejo 872 Chocolate Brown
Vallejo Game Colour 72065 Terracotta (for the front inspection hatch)

✓ Fantastic subject,
Great interior details,
New family of vehicles from DML.

✗ Could have been moulded better (a bit flashy).

Available from

All good model shops.

Rating ●●●●●●●●○○

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DOUBLE TROUBLE

Glenn Bowen shows us what can be done with two of Tamiya's ancient SU-85s, one out of the box and the other detailed...

Well let's see, the idea came about for this article when the Editor very kindly sent me a Tamiya SU-85 Russian tank destroyer along with an etch brass set from Royal Model. I also had one of these kits sitting on a shelf at home waiting to be started. You know how it is, we all have one of those 'to do next' shelves where the stack of model boxes just gets bigger and bigger and none ever seem to get finished.

So it was then that this idea popped into my head. How about doing an article based around the same kit, with one being built straight out of the box (OOTB) and the other having everything added apart from the kitchen sink.

I put this proposal to Spud who agreed it would be a great idea to show two identical plastic kits and how good they can look with or without detailing.

GETTING STARTED

I had decided on making the one out of the box first, this was simply because I wasn't in the mood to start chopping up plastic and adding a ton of extra detailing, I needed something quick and easy to break me in gently.

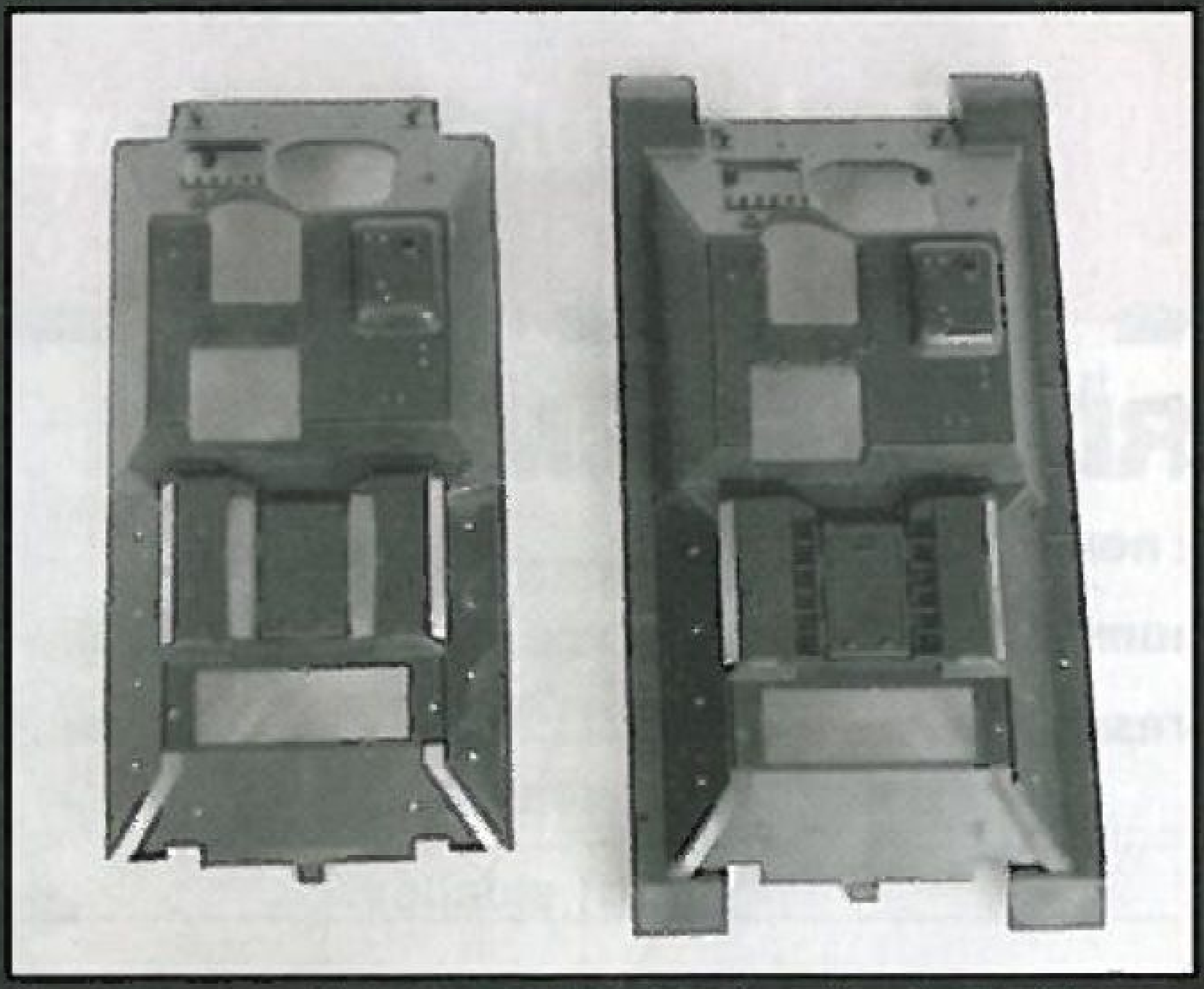
I only wanted to add some minor detailing including replacing the kit grab handles with thin brass rod, removing one of the exhaust covers and improving the weld seams through out the model.

Starting with the weld seams, I first of all took some Plastic-Weld liquid cement and glued lengths of stretched sprue along the kit seams. I Then ran more Plastic-Weld along the sprue to soften it, and following this took a sharp knife and scored the sprue to simulate typically rough looking welds common to Soviet tanks of the time. Next came the missing exhaust shroud, this was simply a case of drilling holes with a pin vice where the bolt holes would be. I then had to drill a larger diameter hole in the rear plate to allow the exhaust to peep through. As for the brass handles they are very straight forward, it was simply a case of finding some brass rod the right thickness and bending it to the required length. There was also another little touch that I did, which was to take a jeweller's burr in a hand held mini-drill to roughen the texture on the mantlet for a heavy cast look. I also wanted to portray a vehicle with quite a bit of battle damage. Again, I used the jeweller's burr and thinned the plastic down on the inside. Once I had thinned the plastic enough, I took a sharp knife and poked through the thinned plastic from the outside to replicate bullet and

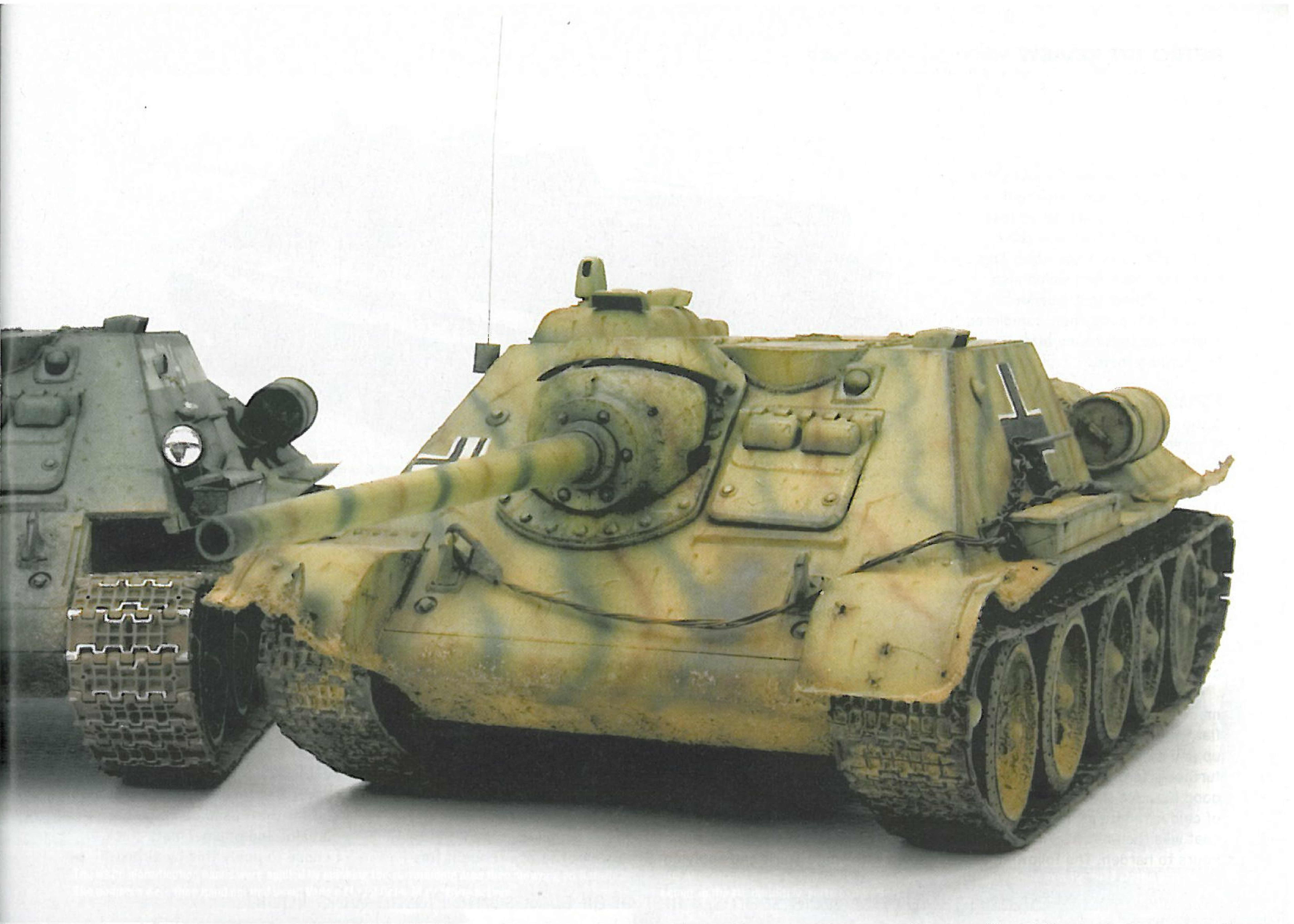
RUSSIAN TANK DESTROYER SU-85
SU-85/122
T-34/85

The updates to be added to the basic kit. These include white metal tracks, a comprehensive etched brass detail set and an turned aluminium and brass gun barrel.

The differences in length and detail between the Aber turned aluminium barrel and the Tamiya kit barrel are apparent here.



Here we can see the amount of plastic the author has had to remove from the upper hull of the kit which would receive the extra detailing.



shrapnel damage to the sheet steel of the fenders etc.

The rest of the model was built according to the instructions and then put to one side for painting, as I wanted to get the second one built before I would start any painting.

NUMBER 2

With the OOTB now fully assembled, it was time to build the second one with everything on but the kitchen sink. The first thing to do was to take the upper hull and remove the front, side and rear fenders. This delicate job was completed using a hobby knife and small razor saw.

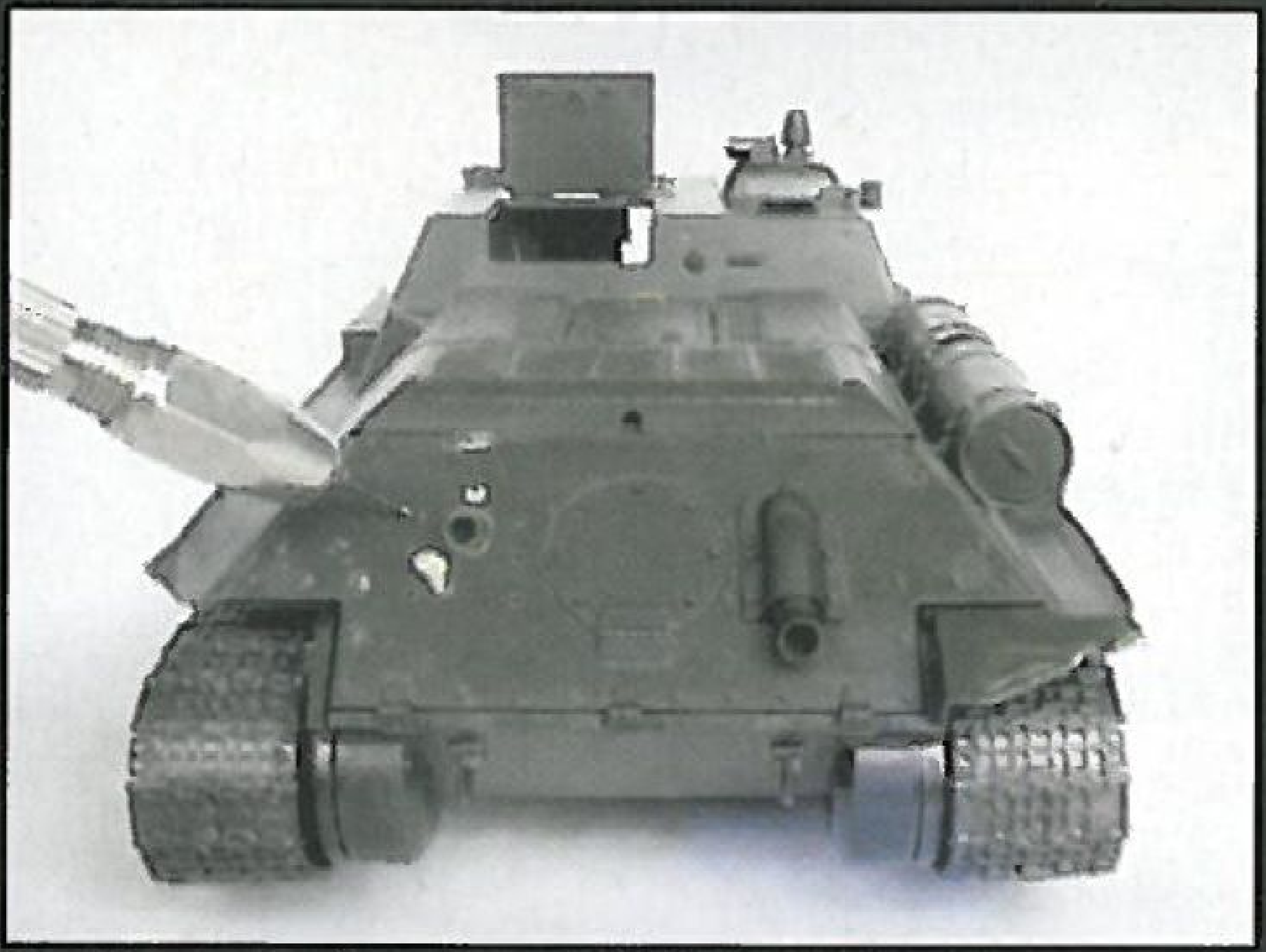
Next, the air intake louvres had to be cut out from the engine deck. This was achieved by first drilling small holes around the vents with an electric mini-drill, and then with a dental burr attached, removed the rest of the unwanted plastic. With these small jobs completed all that I had to do was to clean the edges up with a set of mini files. The same process was also carried out on the larger engine deck screen. With all the unwanted plastic bits removed, it was time to start introducing the photo etch parts and for this I used the Royal Models set designed specifically for this kit.

The first things that I put in place were the new engine deck screens and vents. These were quite straight forward to do, although I must invest in a soldering iron because I kept sticking my finger together with super glue more often than I did the parts. The next things to be fixed in place were the side fenders. This is where an Etch Mate would have been most useful, but as I don't own one yet, I had to struggle on with a ruler and a pair of tweezers however, as these were to show some battle damage they didn't have to be too perfect. In the Royal Model set you also get four etch fuel tanks, but these looked to be very fiddly to assemble, I opted to stick with the kit ones and just used two of the support brackets for the front two missing tanks.

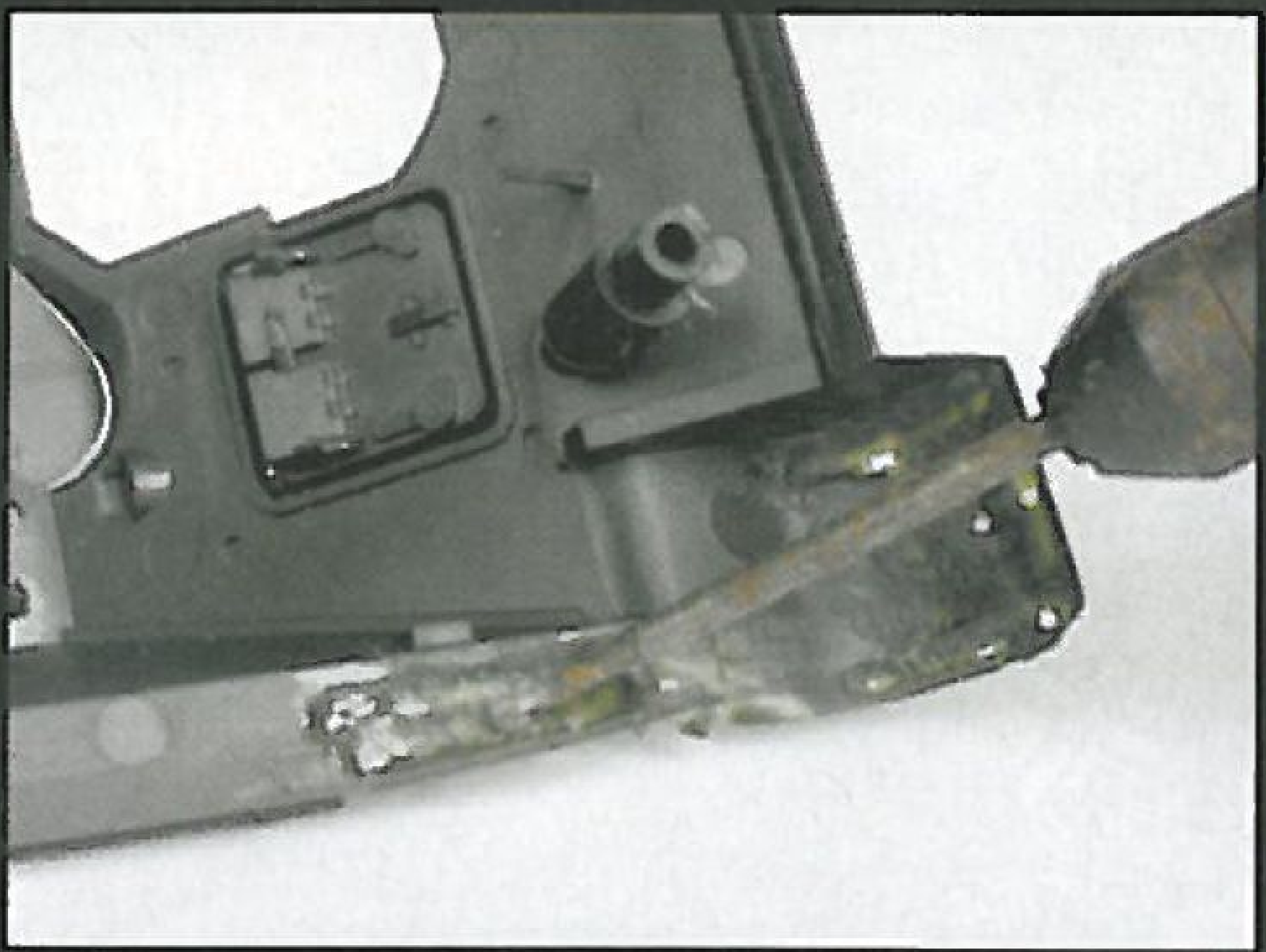
METAL TRACKS

Now for the tracks, these are Friulmodel's T34/85 track links. They are cast in white metal and the detail is truly outstanding. There are 170 links in the box plus a length of wire which is used to join the links in exactly the same way the pins are used on the real things. I must admit that these tracks are quite expensive, almost double the price of the kit itself, but they do truly finish the model off. If I was to build another

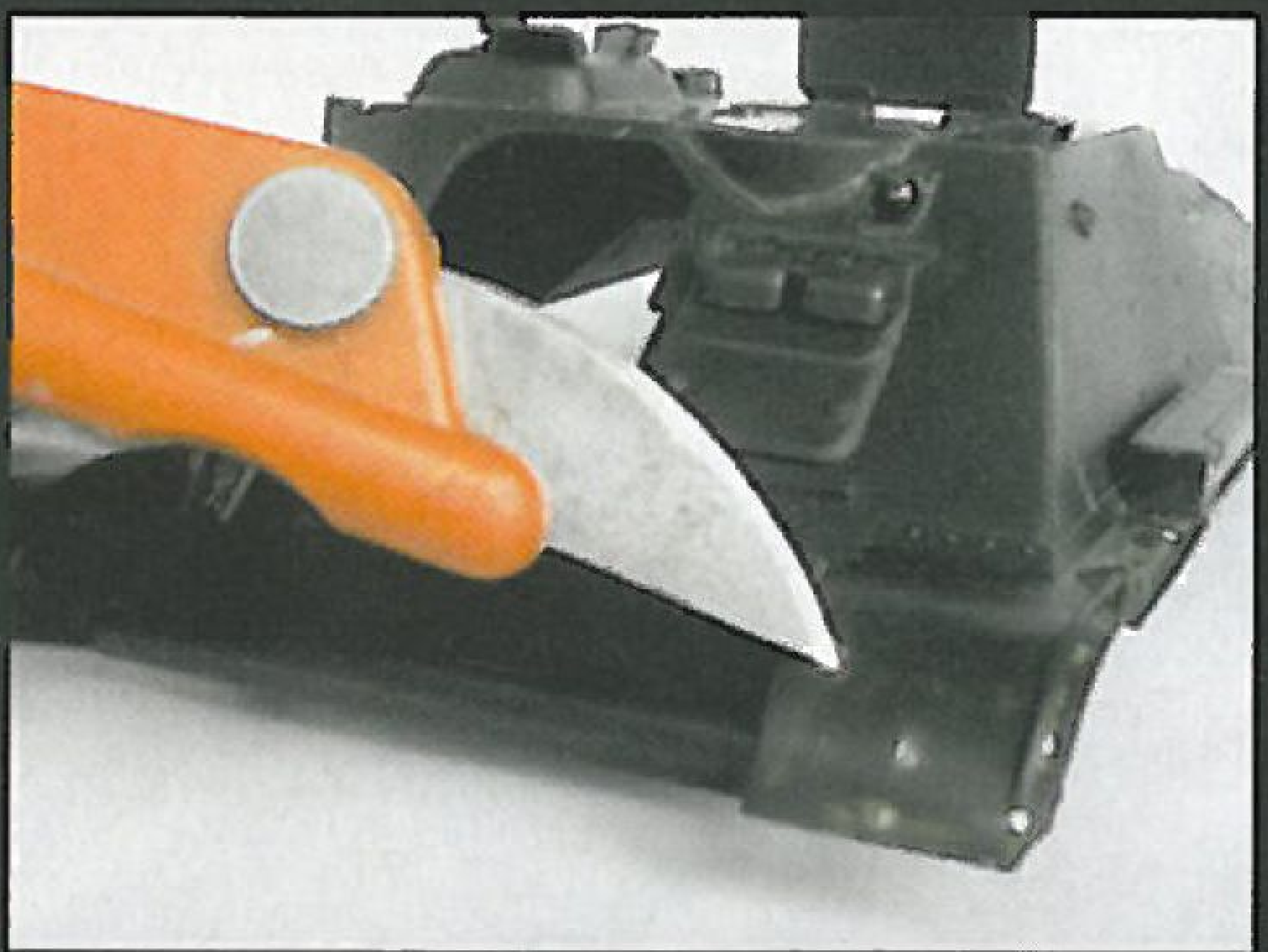
▶



To add some visual interest to the OOTB SU-85 the author removed one of the exhaust covers and added the bolt holes with a pin vice.



The kit fenders were thinned down from the undersides using a jewellers burr in a powered mini drill.



Here the damage is being applied to the thinned areas of the fenders with the tip of craft knife. Don't forget eye protection!

T34 series kit again, I would make sure I bought a set of these if nothing else. The last thing that I replaced on this kit was the barrel, this came from Aber. This is another nice item which also features rifling on the inside.

With both builds now completed, it was time to turn my attentions to painting them.

The detailed SU-85 all ready for priming. Check for blemishes before the camouflage colours are applied.

A SPLASH OF COLOUR

Although these kits are entirely different in colour, they are both painted and finished in exactly the same way so instead of giving you a blow by blow account of how I did the Soviet green one and then how I did the camouflaged German variant, I shall explain how I did just one of them.

OK then, here we go; I will explain how I did the Russian green, as this one was my favourite of the two.

To start off with the entire model was under coated in Tamiya flat white. This was done to show up any defects that would need further attention. It also acted as a good base for the following coats of colour to bite into. This base coat was then left for twenty-four hours to harden. The following day, I took Tamiya's Black Green and air brushed it into and around all the recesses and along all the edges. Once I was happy this looked as I wanted, I used Tamiya Olive Green and sprayed this onto all the central areas of the panels, taking care to feather it out towards the edges. Next, to get the faded look that I was after, I took some of MIG's faded Allied Green and applied it to and around all the centre panels once again. This was done by thinning the pigment right down with white spirit and applying it using the airbrush. This was also done on the other model but using sand coloured pigments.

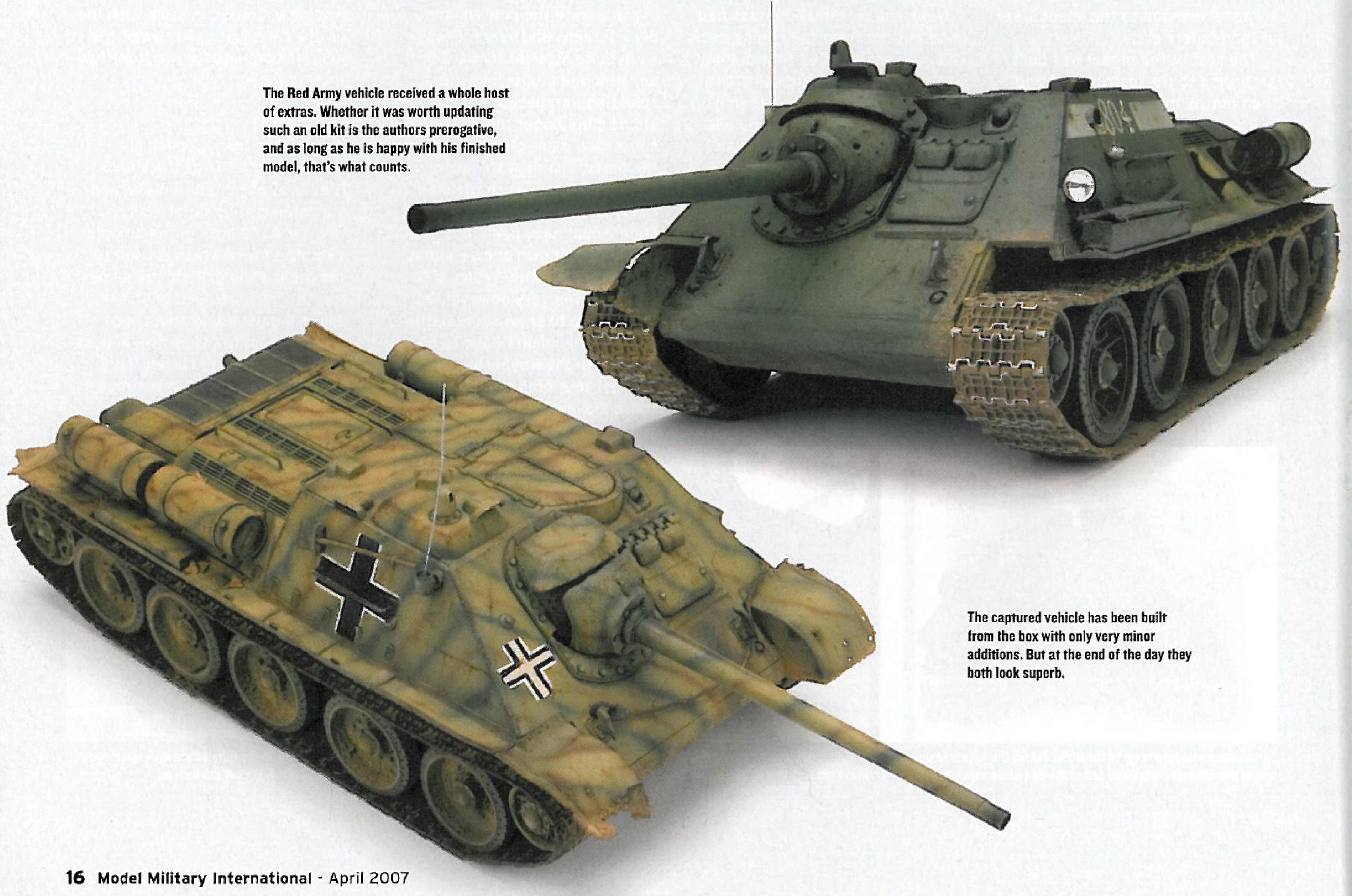
Next it was time to do the numbers and the stripes. First of all, I took some masking tape and masked up the model where the stripes would be. These were then sprayed flat white. Once this was dry, the masks were removed and the numbers were hand painted (a steady hand needed here). I suppose I could have used the decals supplied in the kit but I chose not to as I thought this would be more in keeping with the rough hand painted numbers seen on the real things.

The entire kit was then sealed with Johnson's Klear, this was done to protect the paintwork from getting damaged during the weathering process, which I would start the following evening.

WEATHERING

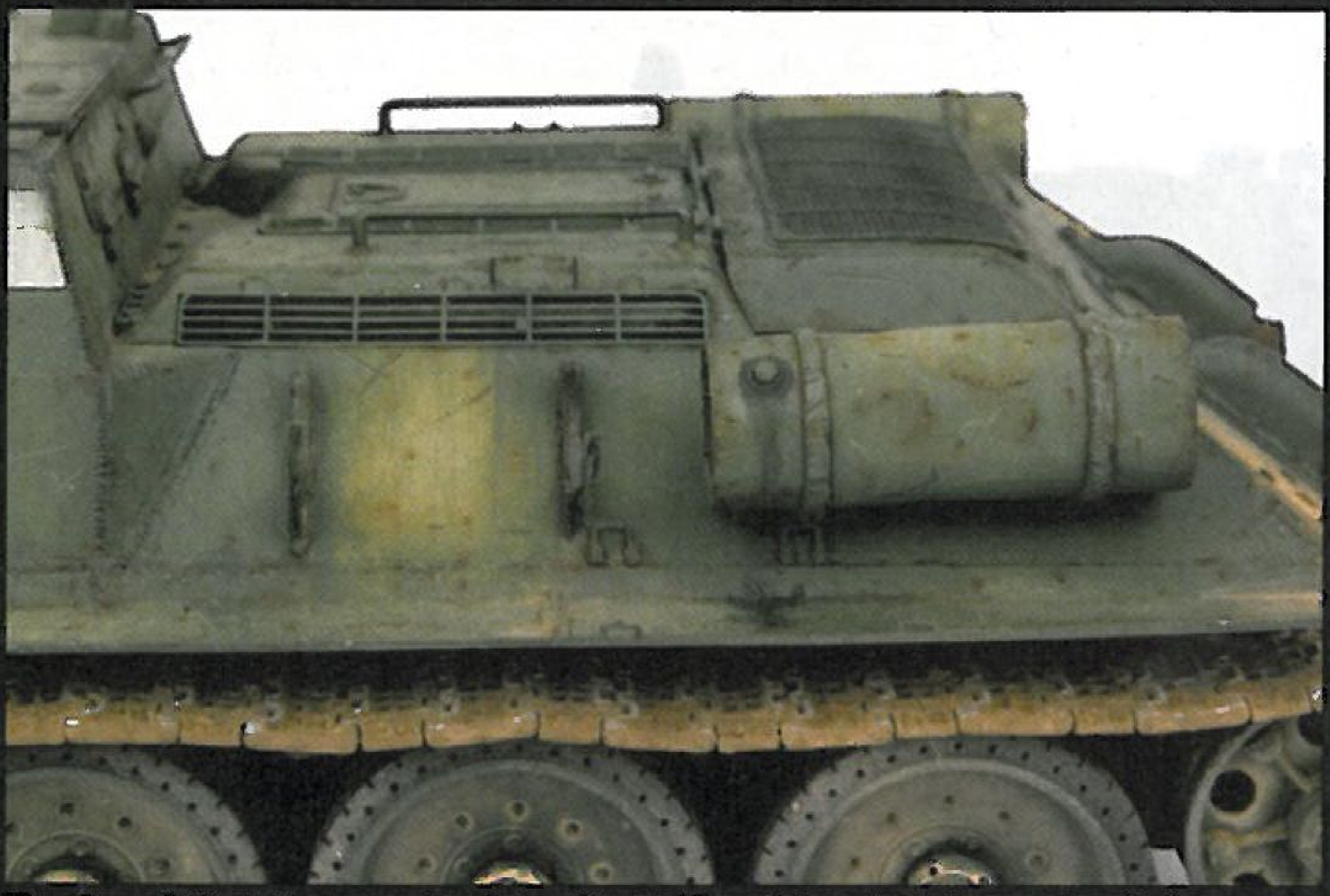
Now it was time to add the wash and for this I used burnt umber oil paint and enamel matt black. I chose to apply this by airbrush

"Starting with the weld seams, I first of all took some Plastic-Weld liquid cement and glued lengths of stretched sprue along the kit seams..."

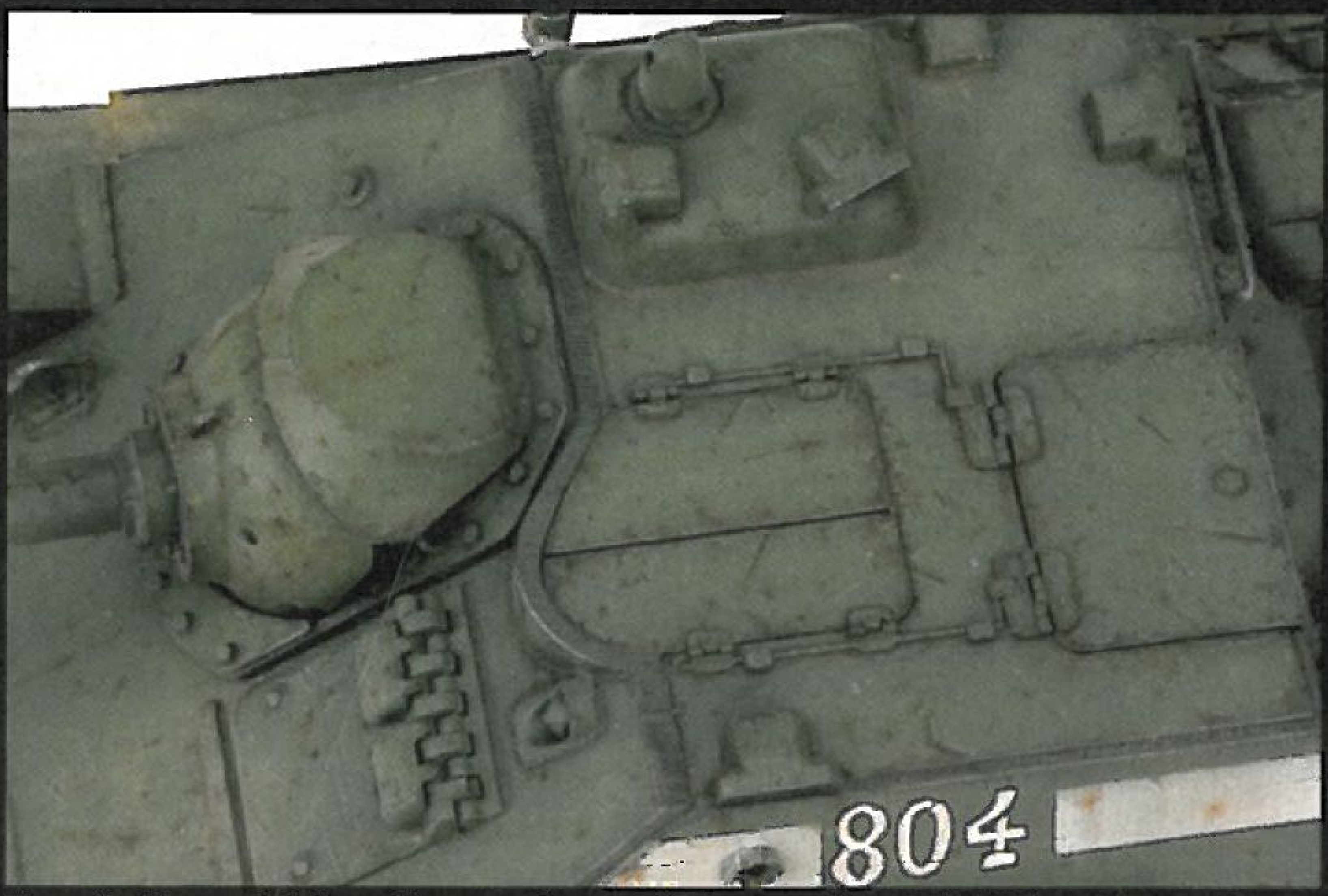


The Red Army vehicle received a whole host of extras. Whether it was worth updating such an old kit is the authors prerogative, and as long as he is happy with his finished model, that's what counts.

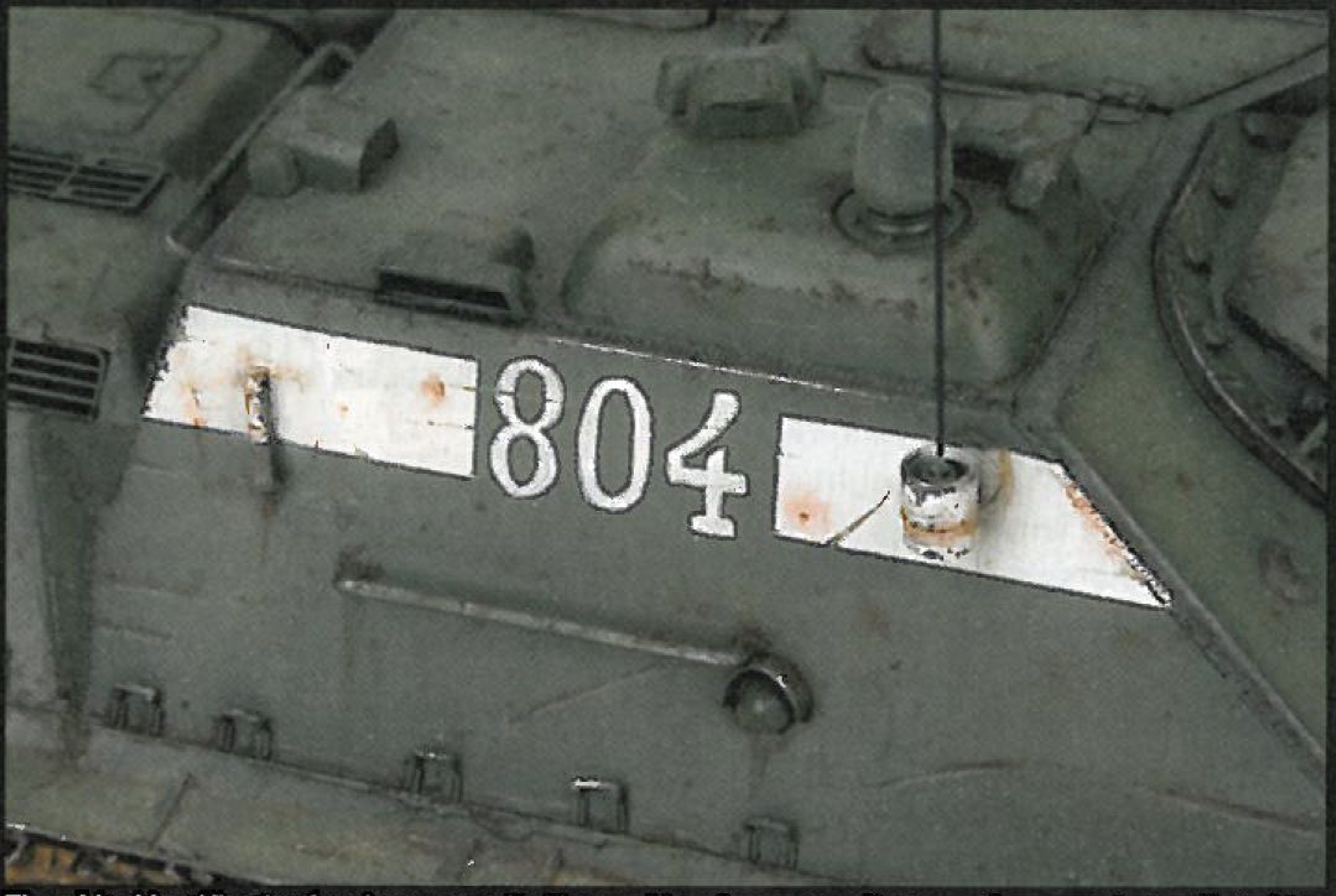
The captured vehicle has been built from the box with only very minor additions. But at the end of the day they both look superb.



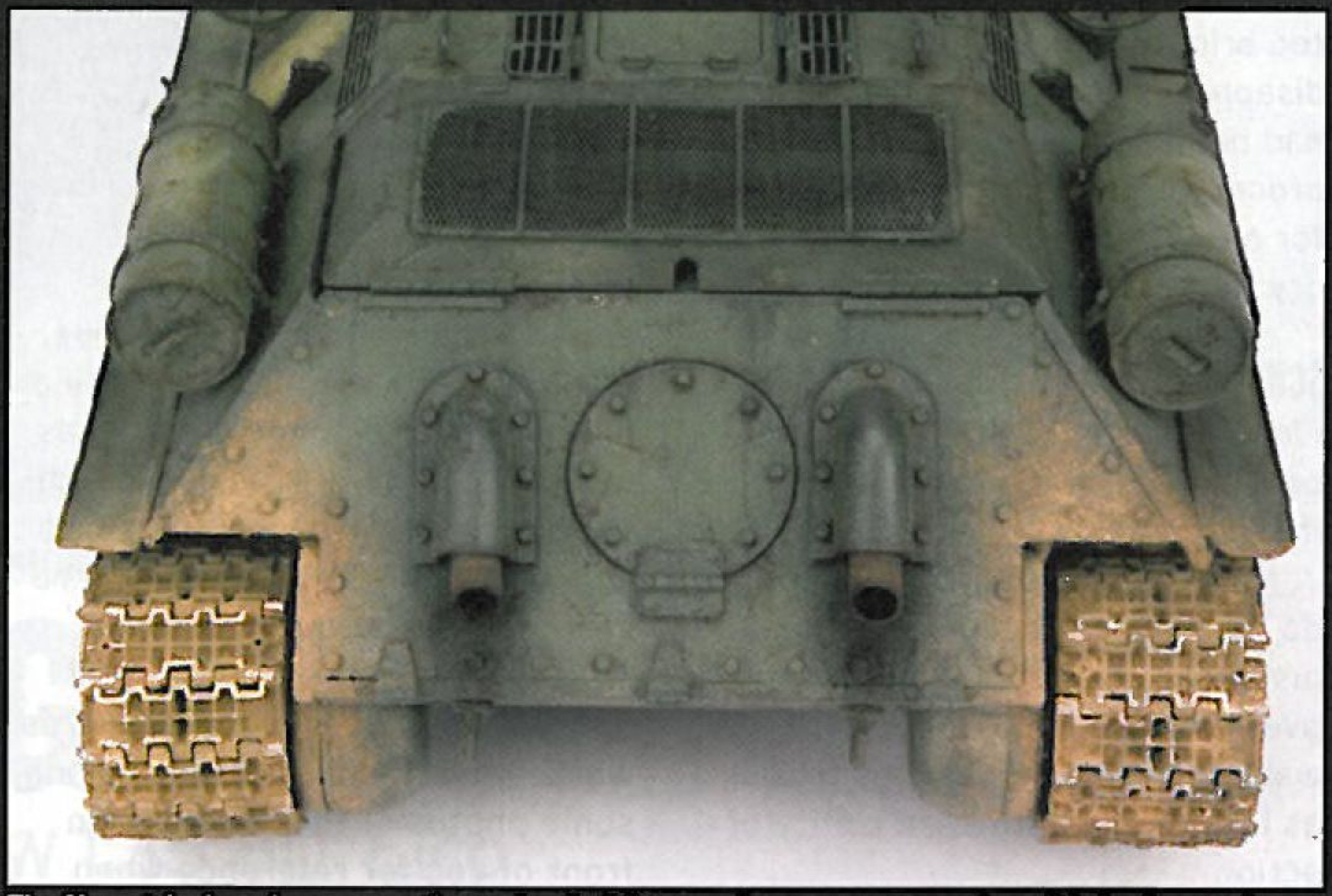
The micro painting is time consuming, but really adds life and character to the monotone Soviet green paint finish. Note the realistic sag produced by the heavy, white metal tracks from Friulmodel.



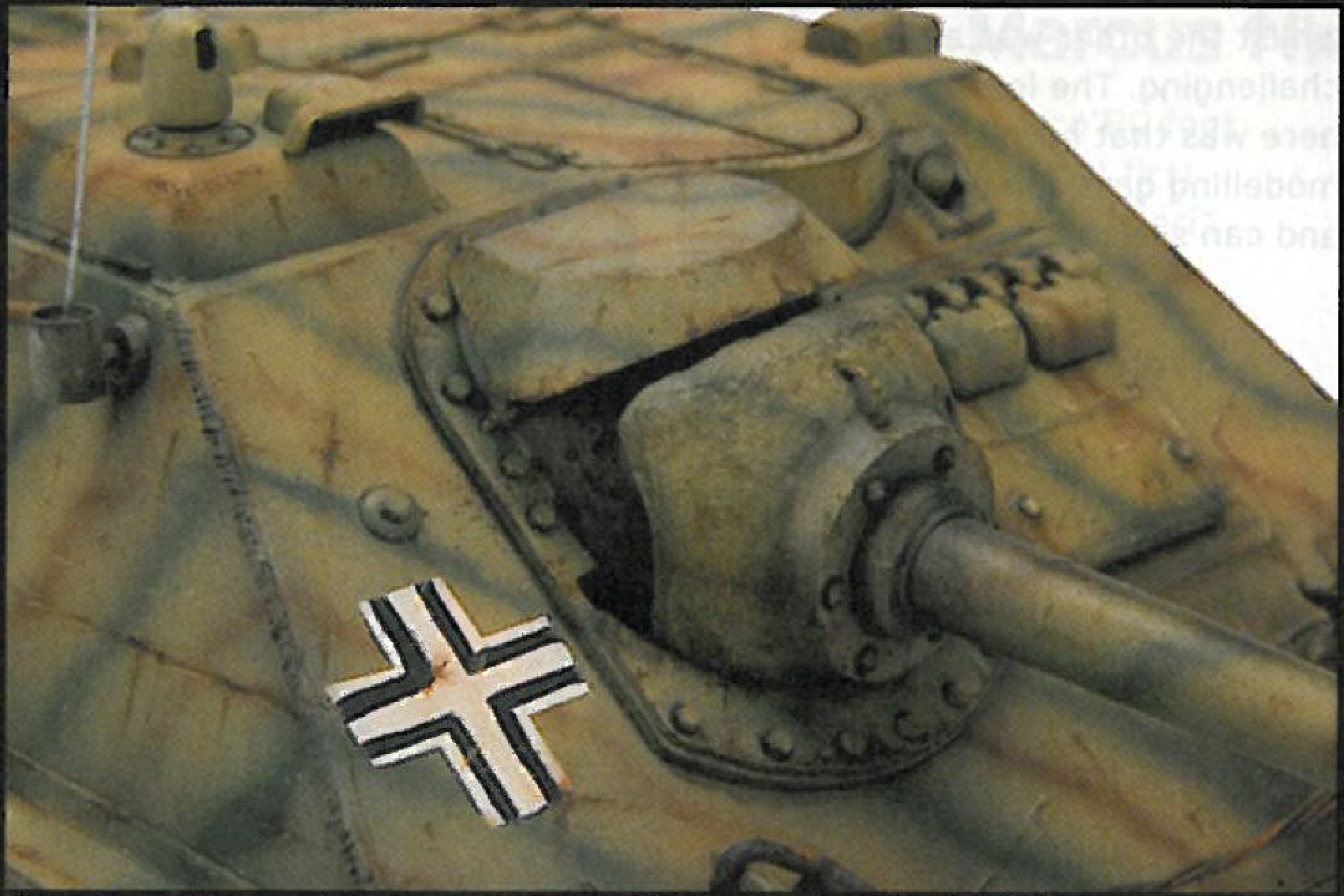
The author improved all the weld seams using stretched sprue and Plastic Weld. The subtle scratches were achieved by using Burnt Umber oil paint and softened with thinners.



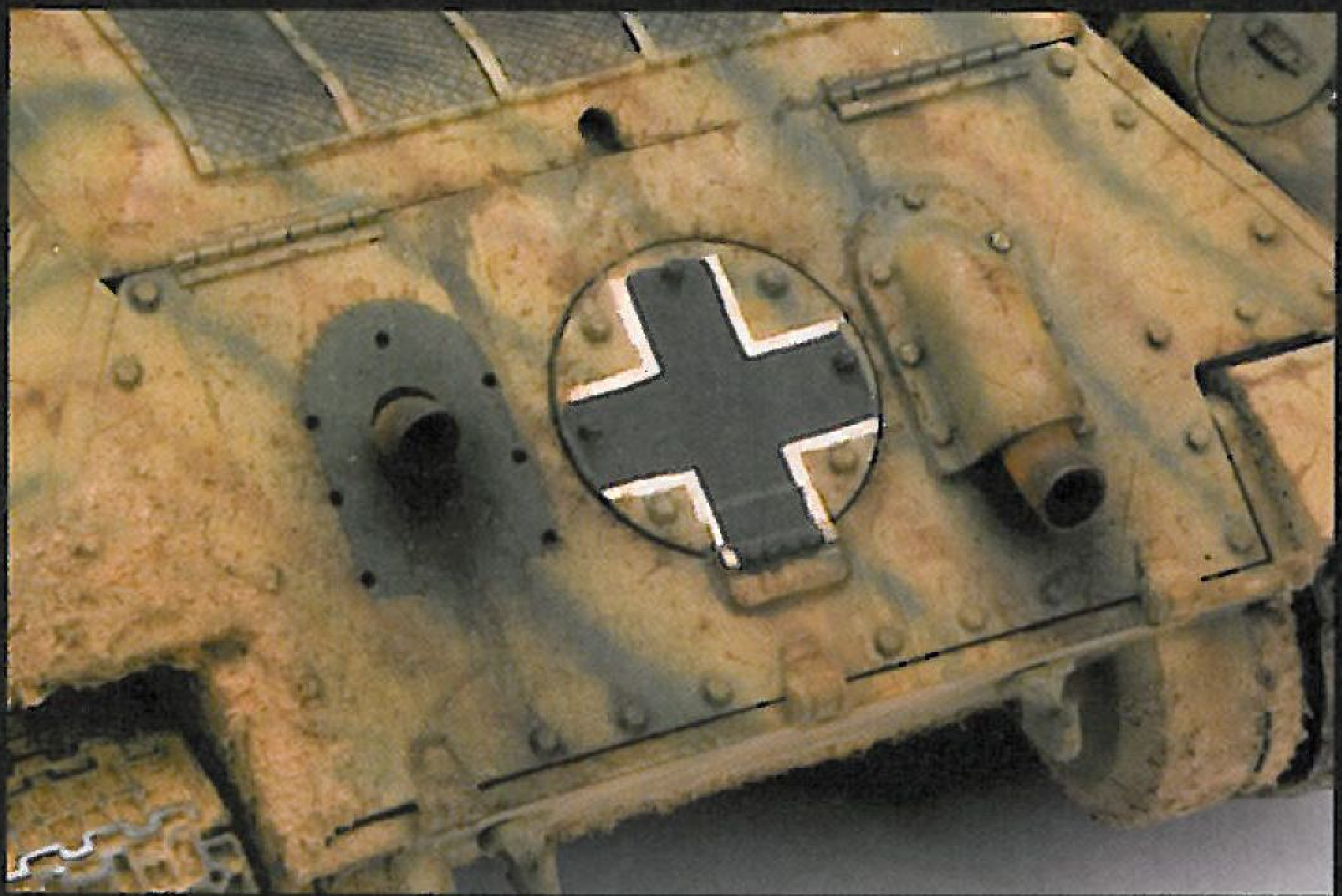
The white identification bands were applied by masking the surrounding area then spraying on flat white. The numbers were then hand painted using Vallejo Model Color Matt White acrylic.



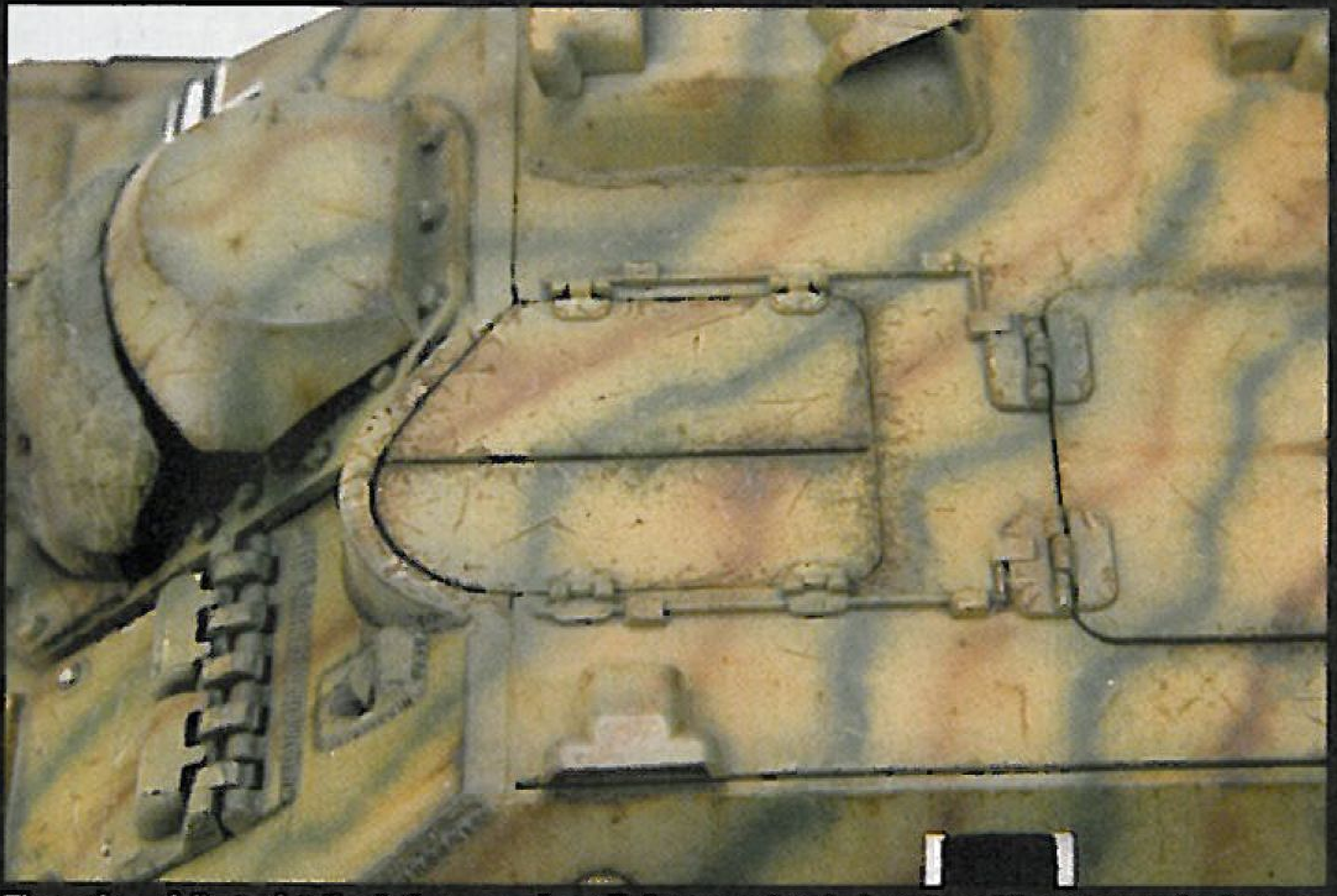
The Aber etched mesh screen on the engine deck is a vast improvement over the solid plastic part that comes in the kit, definitely worth extra effort.



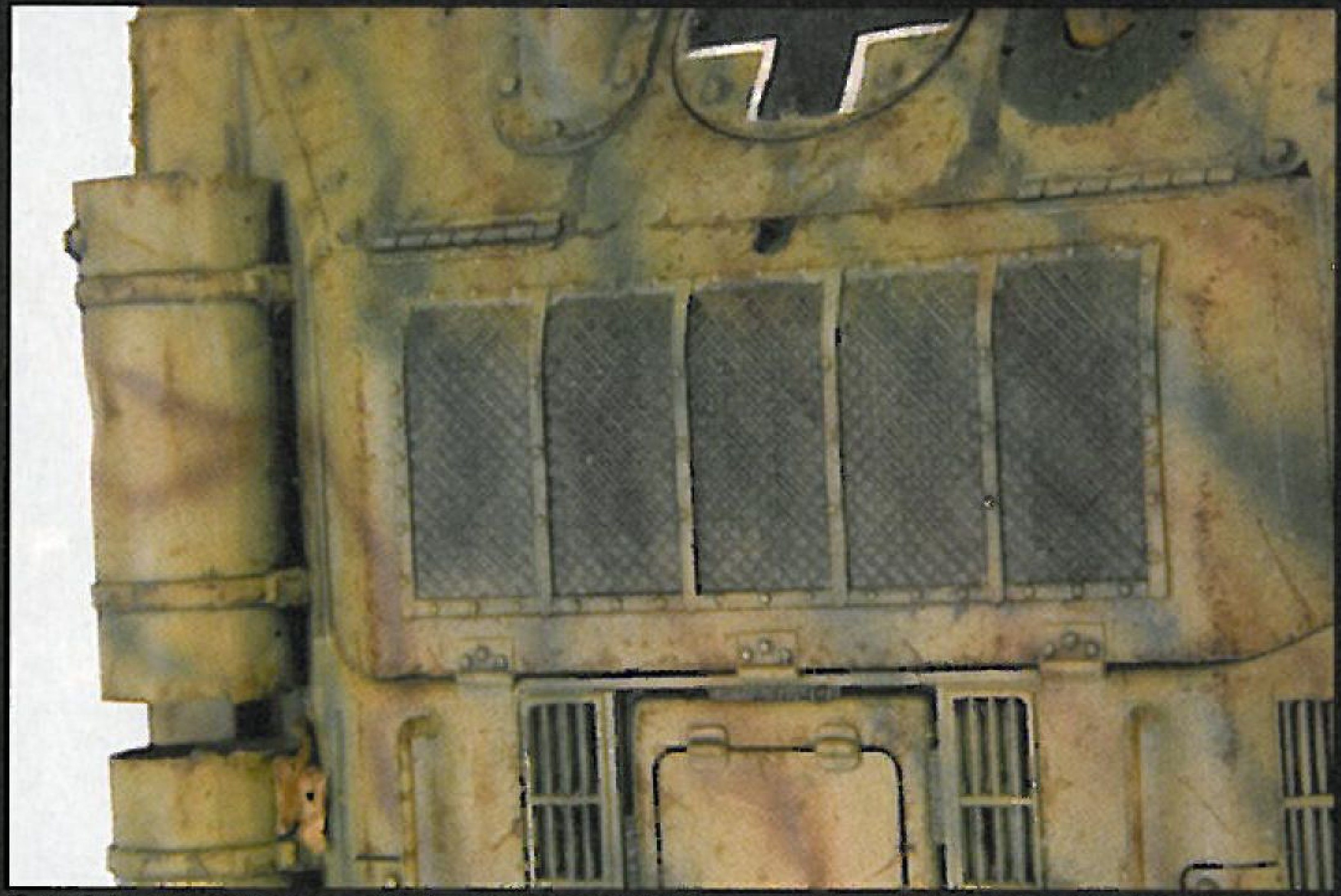
The mantlets of both vehicles were worked over with a jewellers burr in a mini drill to accentuate the rough sand cast texture of the original. Oversized Balkenkreuz is common to all captured vehicles.



Removing the left hand exhaust cover reveals the colour that the original owners painted their vehicles. This helps to add interest and tells a small part of the vehicles history.



The authors delicate detail painting can only really be appreciated when viewed from extremely close-up.



One of the areas where an etched brass set comes into its own is the engine deck screens, even with careful painting such as this they will never look as realistic as using actual scale mesh.

◀ instead of by brush which is usual way of doing it. This was then set aside to dry completely overnight. The following evening, I took a variety of oil colours, ranging including white, yellow ochre, sap green and Prussian blue. These were applied as small dots, working on one panel at a time. Once the dots were in place I took a brush loaded with clean white spirit and dragged the brush downwards. I carried on doing this until all the colours had been blended thoroughly. You do not want any of the colours to stand out too brightly; they should almost disappear. When the entire model had been completed using this process it needed to be set aside for a few days to let the oil paints dry fully.

SCUFFS AND SCRATCHES

I love this part of the weathering because, for me, it really brings the model to life.

Now the question is how far do I take this process, do I add just a little or do I go completely overboard and add loads? As I wanted these two vehicles to look as if they had both seen plenty of action.

I prefer my models to look well used and not like they've just been driven out of a showroom. First of all, I took some burnt umber oil paint and added tiny dots here and there with a few scratch lines. Then I took a size 0 brush loaded with white spirit and dabbed it on the dots and scratches. This will give you a nice soft rust effect. If you require deeper scratches just add a little more Burnt Umber. To make these stand out a little more, I took some pale green, this time a mix of Model Colours Russian Green and Pale Yellow to highlight the edge of the scratches. Next came the mud. Mixing earth coloured pigments from the Mig Productions range. To this, some household wall filler was added along with some PVA glue, this was all mixed together until a nice thick earth toned sludge was made. Then I took an old, medium-sized brush, which was on its last legs and applied the sludge where I thought the mud would collect. These included the running gear and where parts of the mudguards where missing. It does help having some photos of the real thing in front of you for reference when doing this.

As for the tracks, these were airbrushed with the same coloured pigments that were used for the mud. Finally, just to give it that little personal touch, I added some fallen leaves.

CONCLUSION

Well there you have it folks, two Tamiya SU-85s. One straight out of the box with only simple additions, the second had been heavily and expensively upgraded using many of the available aftermarket sets. I could have added more, in the form of an engine bay or interior, but ran out of have the time. For me these were both a pleasure to build, because one was quick and easy, whilst the other was a bit more challenging. The lesson I learned here was that both these forms of modelling gave me great pleasure and can see the merits of both. ■

Modelspec

Tamiya 1:35 Russian Tank Destroyer SU-85
Kit No.35072

Accessories

Royal Model SU-85/122 etch brass set (Kit No.393)
Friulmodel Tracks (Kit No.ATL-09)
ABER Barrel (Kit No.35 L-32)

Paints used

Tamiya Acrylics, Model Colour Acrylics, Windsor and Newton Oils and MIG's Pigments.

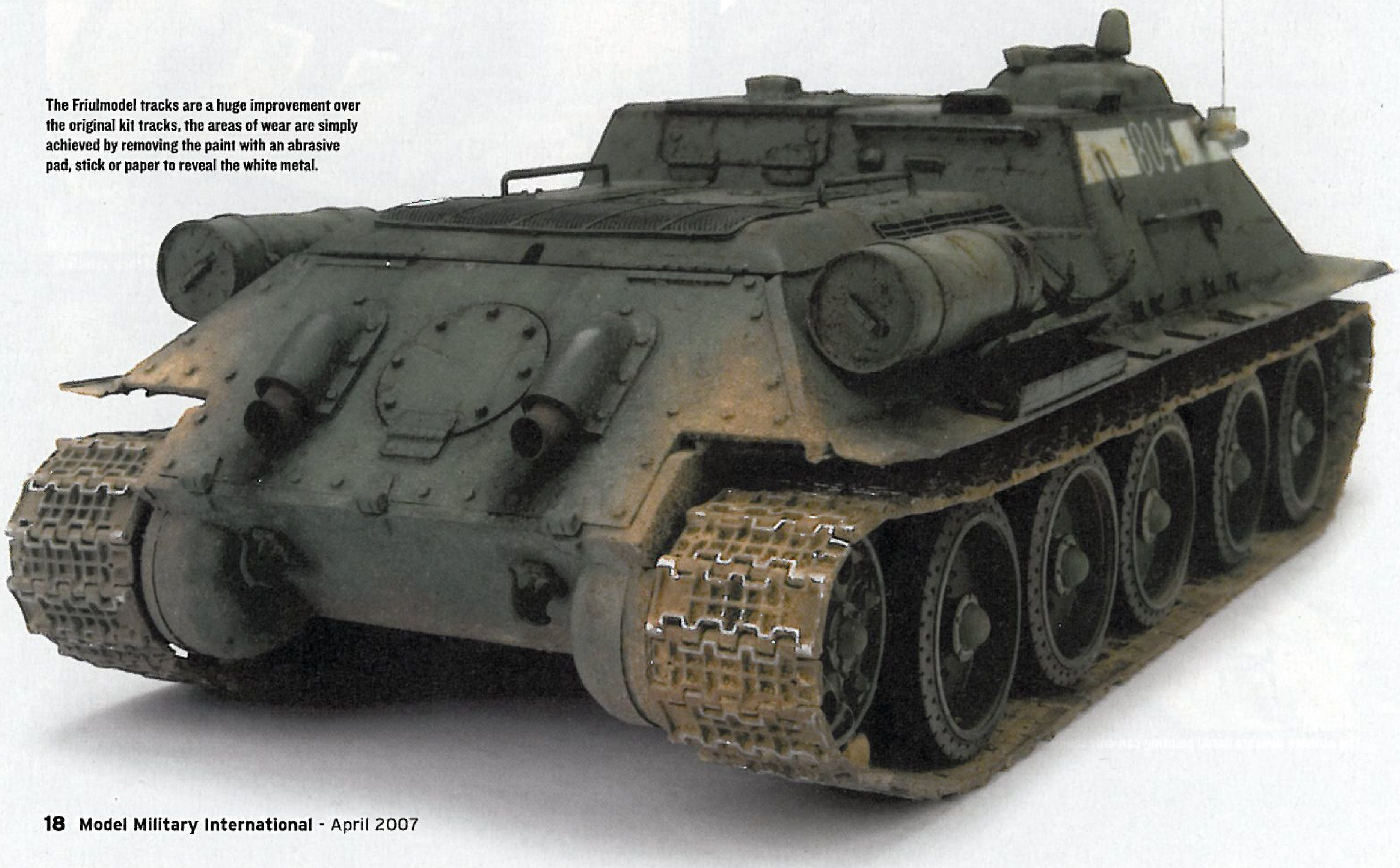
☑ Classic Tamiya box art and a very well detailed kit for its age.

☒ The tracks.

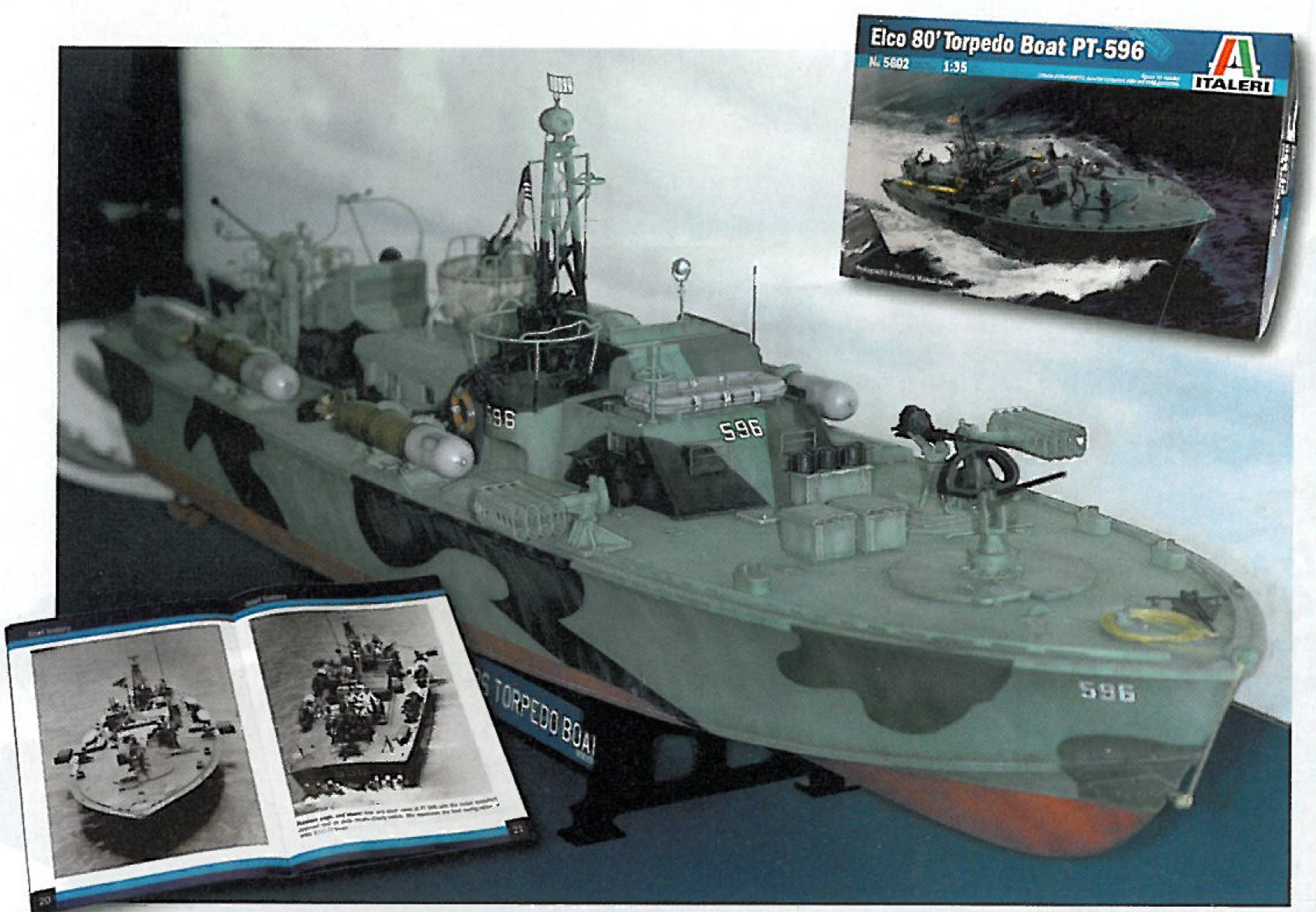
Available from

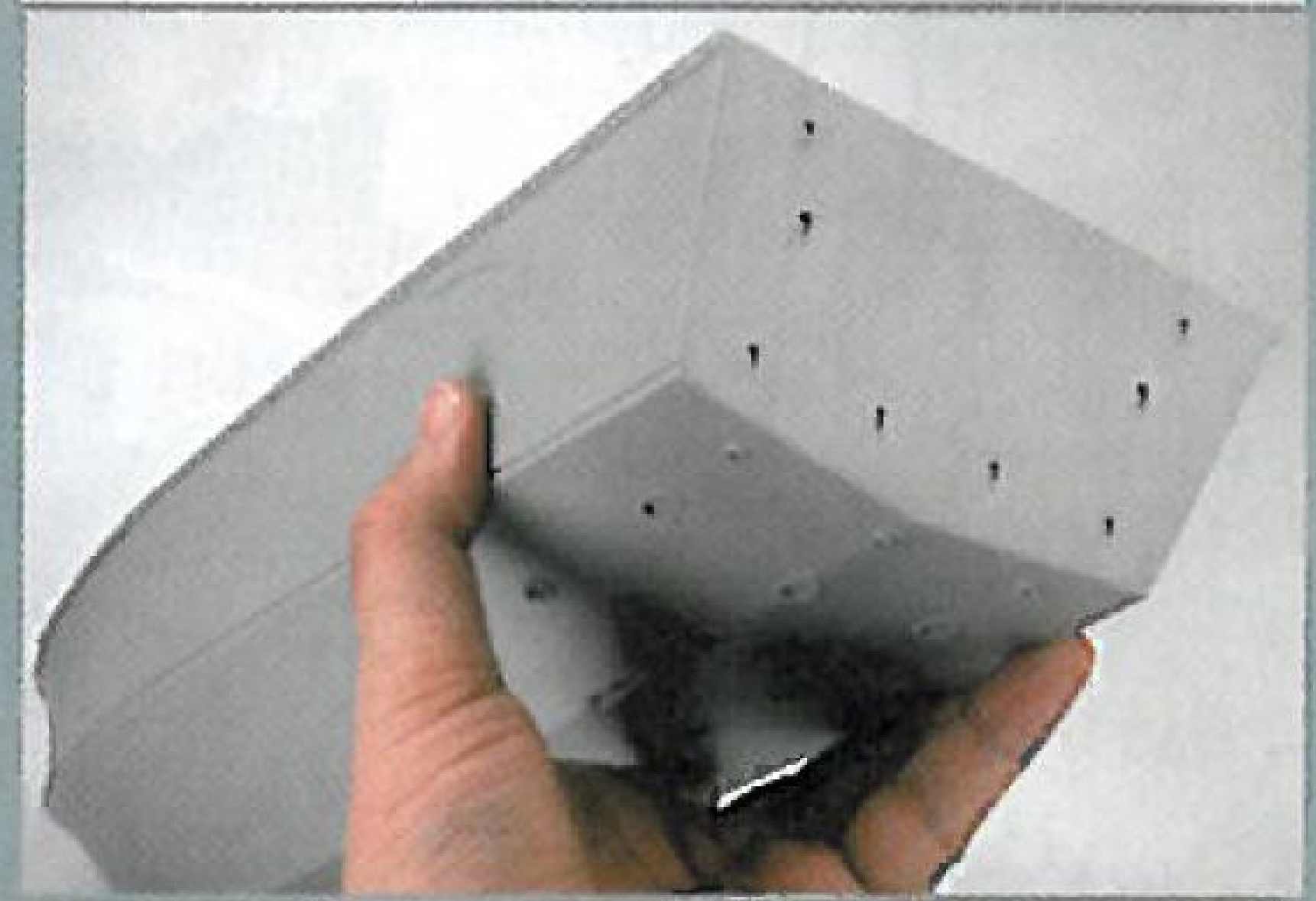
All good model shops.

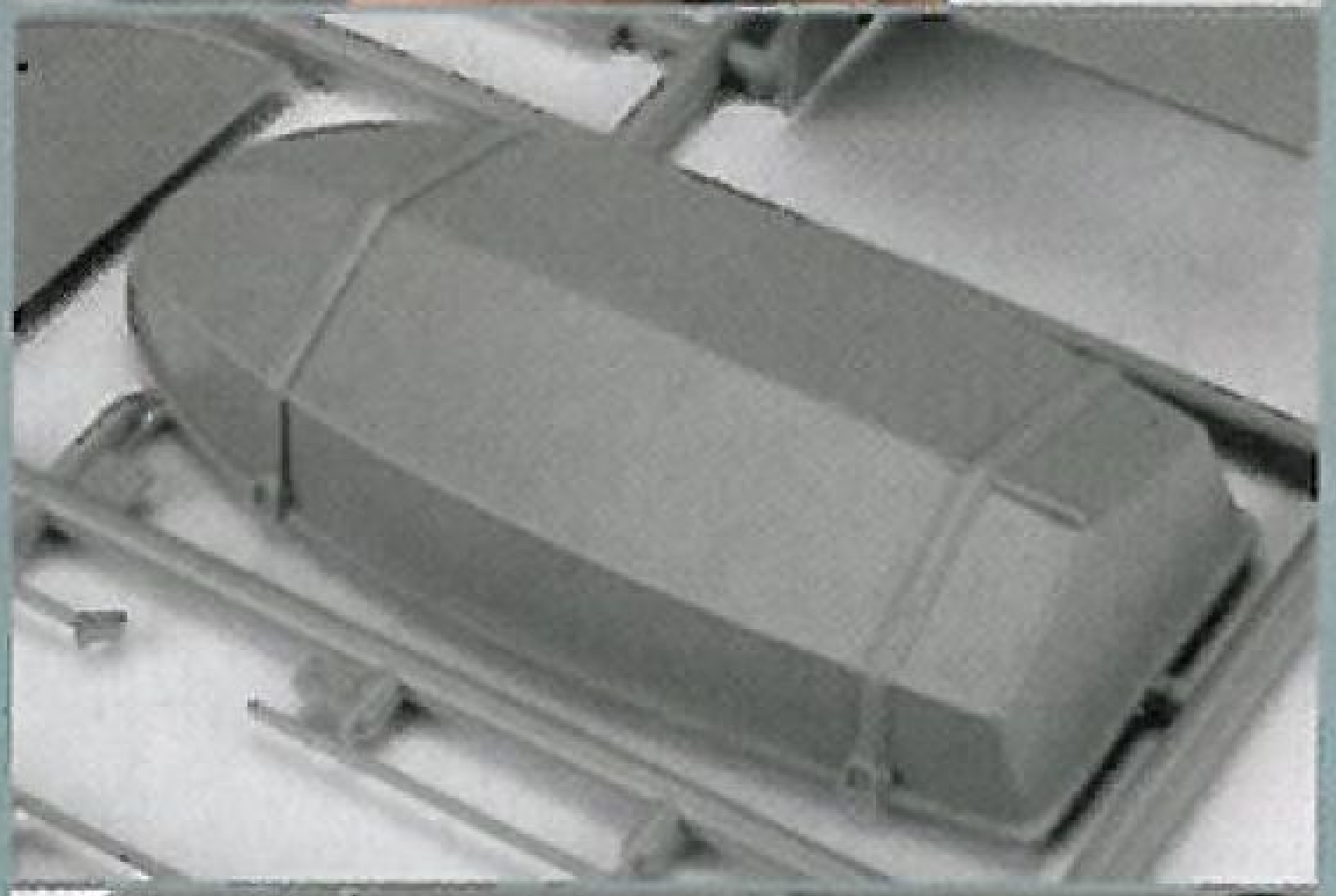
Rating ●●●●●●●●○○

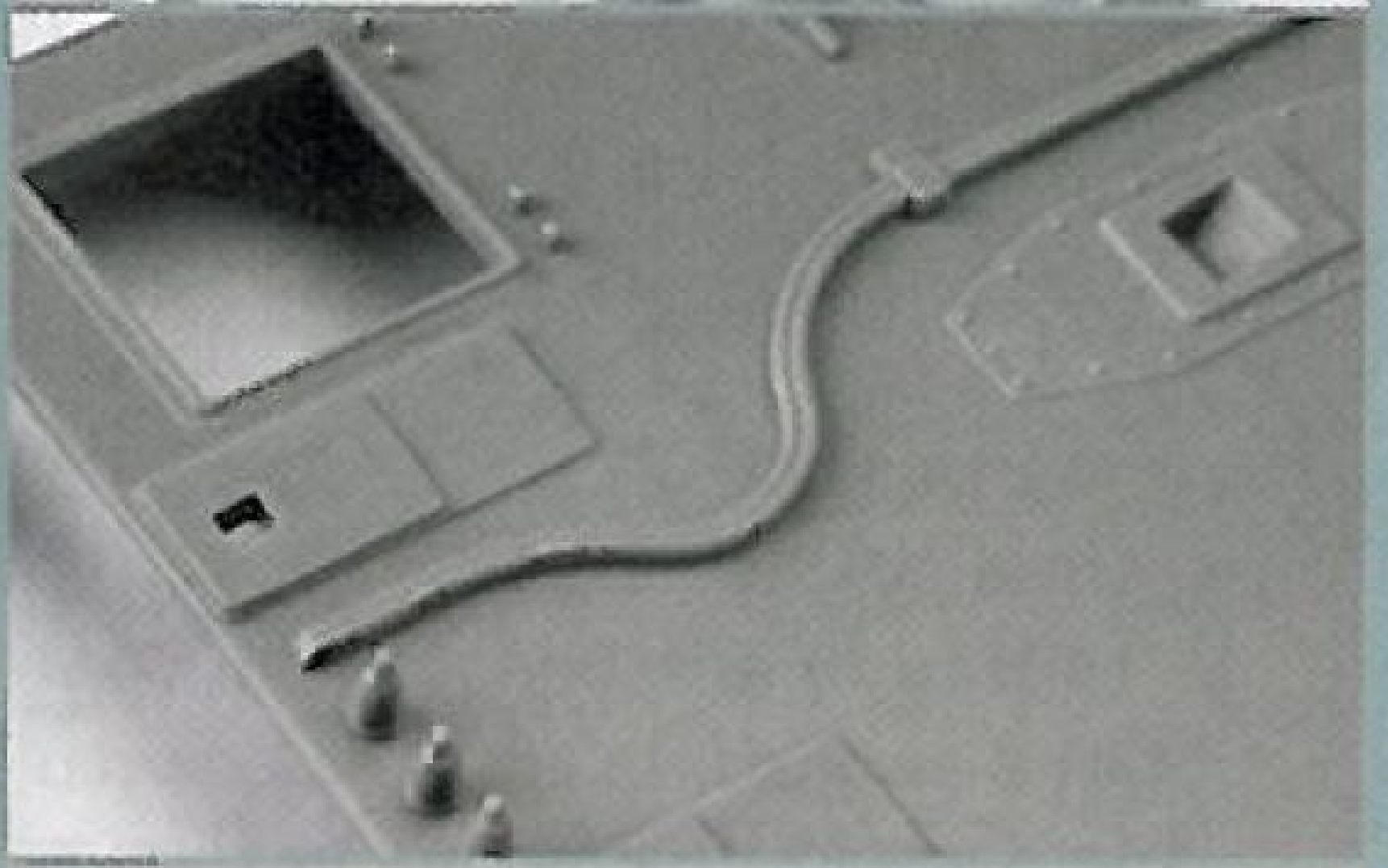


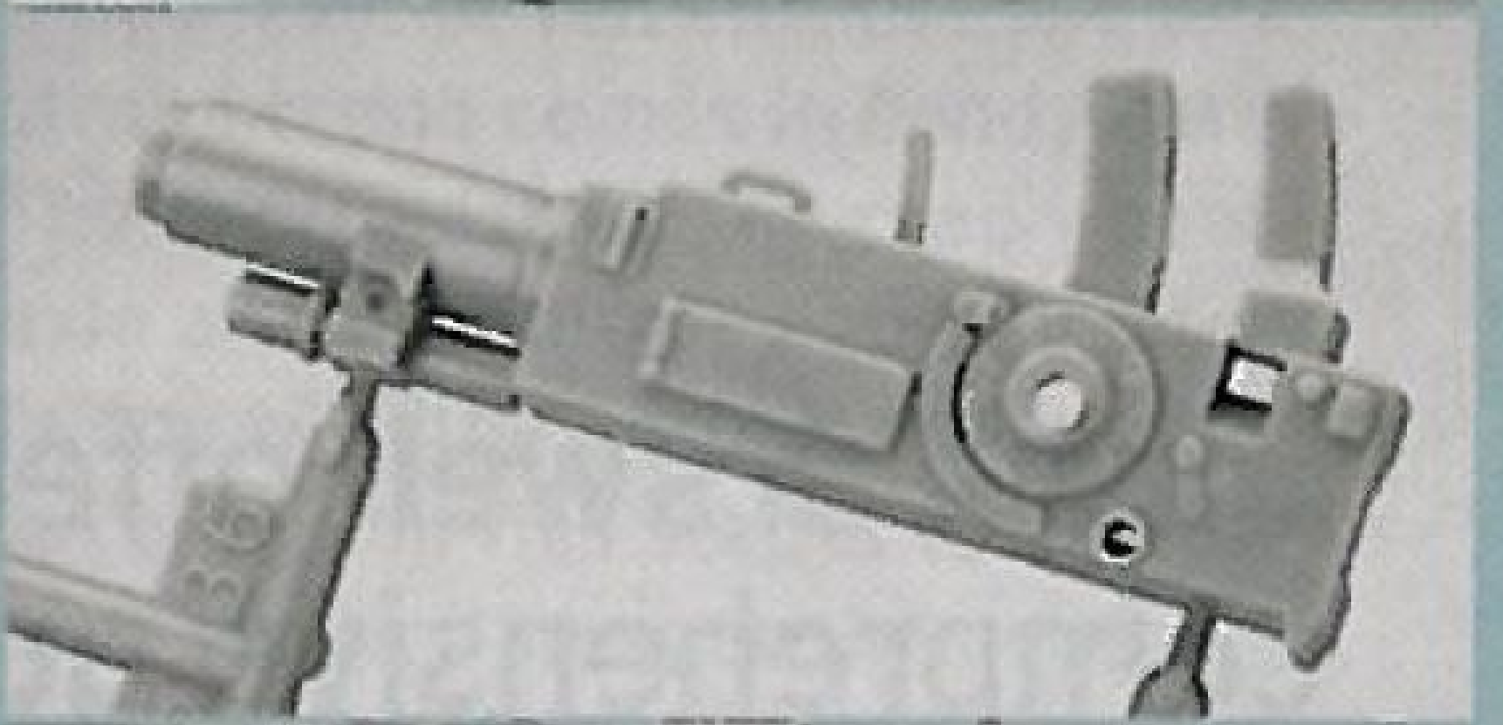
The Friulmodel tracks are a huge improvement over the original kit tracks, the areas of wear are simply achieved by removing the paint with an abrasive pad, stick or paper to reveal the white metal.

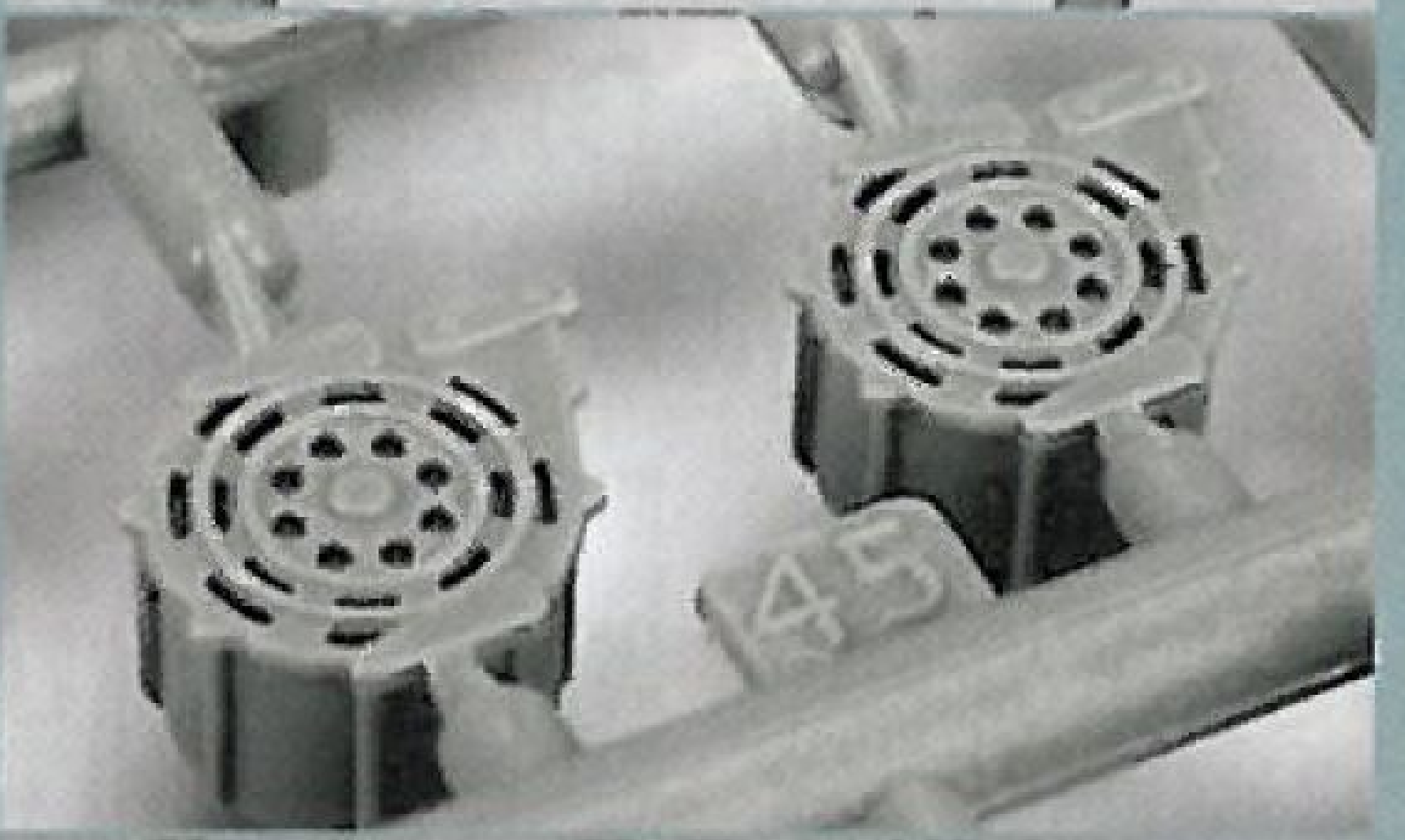


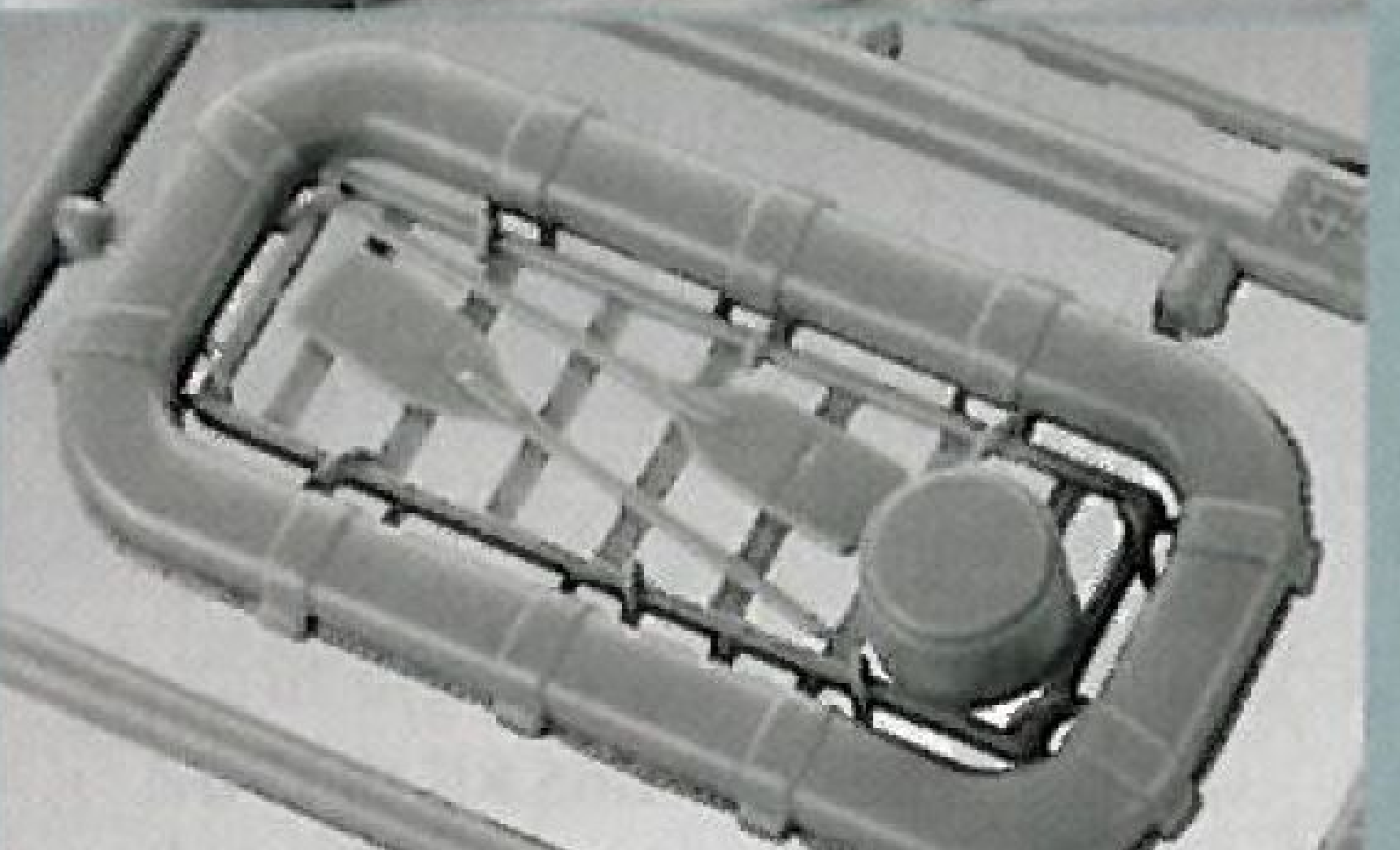


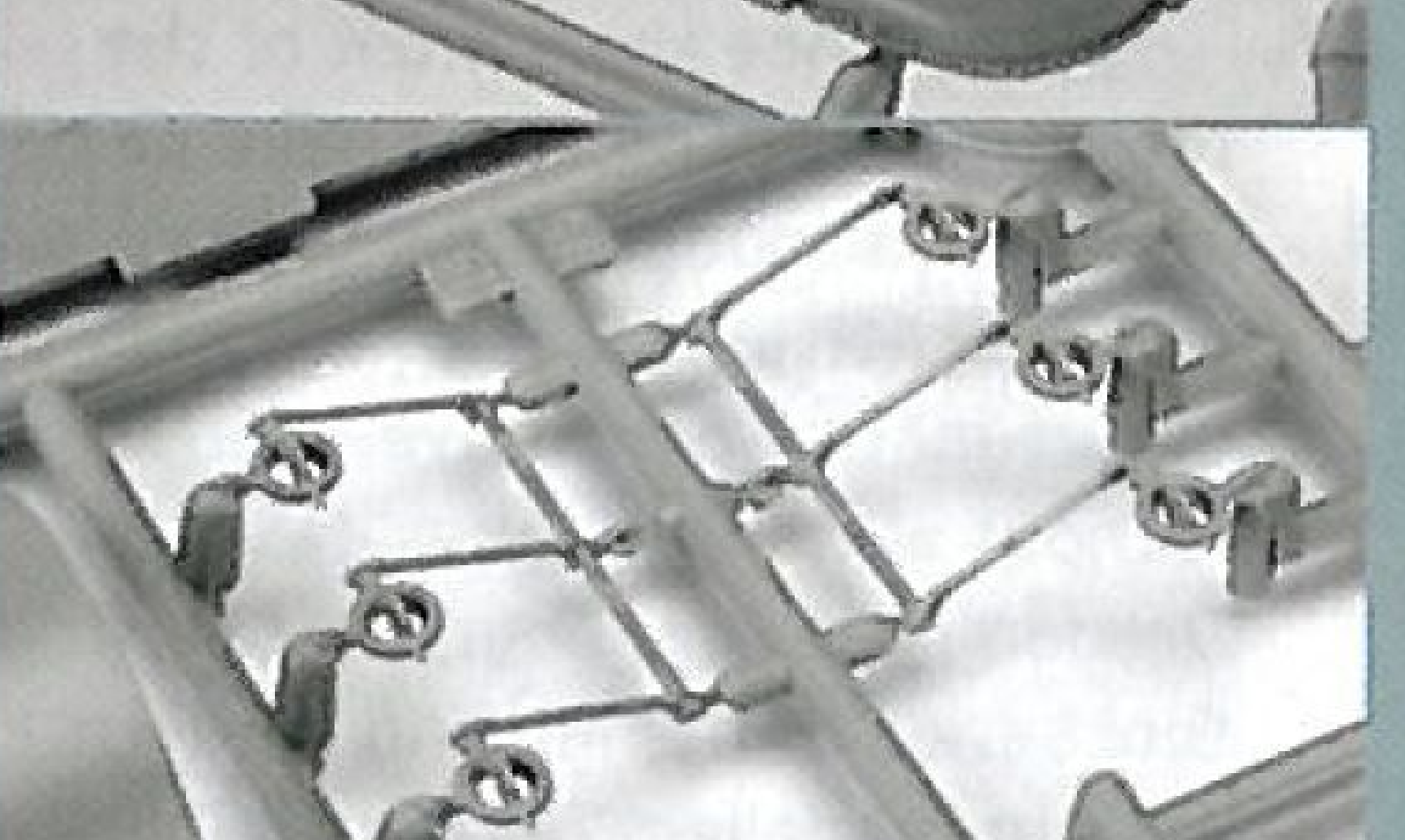








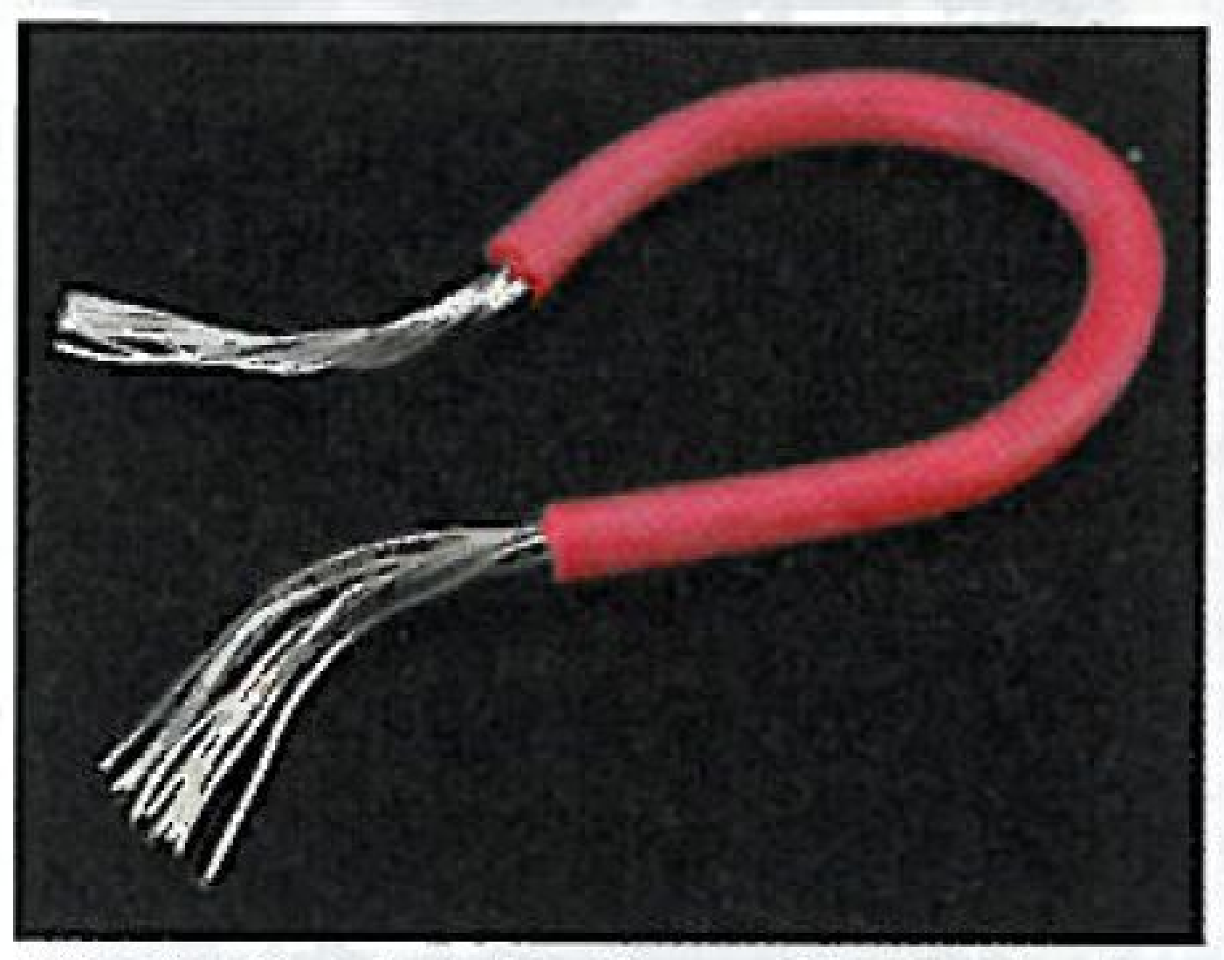




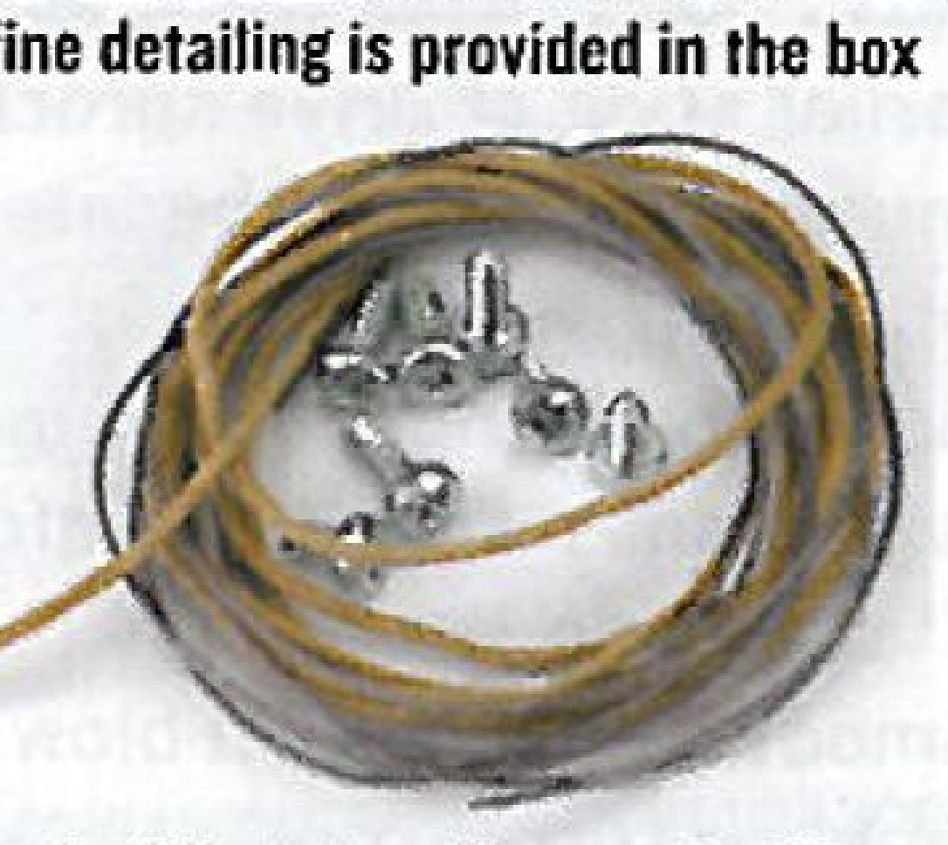
ELCO'S FLOATING TANK

Okay, so it's not a tank, but Italeri's all new 1:35 80' Elco PT boat is covered with guns and is camouflaged, so it looks quite at home in MMI! **Marcus Nicholls** investigates...

A good sized PE brass sheet is included.



Wire for fine detailing is provided in the box



Deck is fixed with screws. Rope and cable are included.

No 5602 Elco 80' Torpedo Boat PT-596
ITALERI
Metal gun barrels
Made in China

Main armament is treated to turned alloy barrels.

When the Elco 80 foot Torpedo Boat first in the 2006 Italeri catalogue, it was clear that it would be big, and this was confirmed by the kit's length of 69.6cm as stated by the manufacturer, but it's not until you have it in front of you that the sheer bulk of the thing becomes clear. It will be a big project that will require extra space of the modelling bench, plus a large area to display the thing when complete.

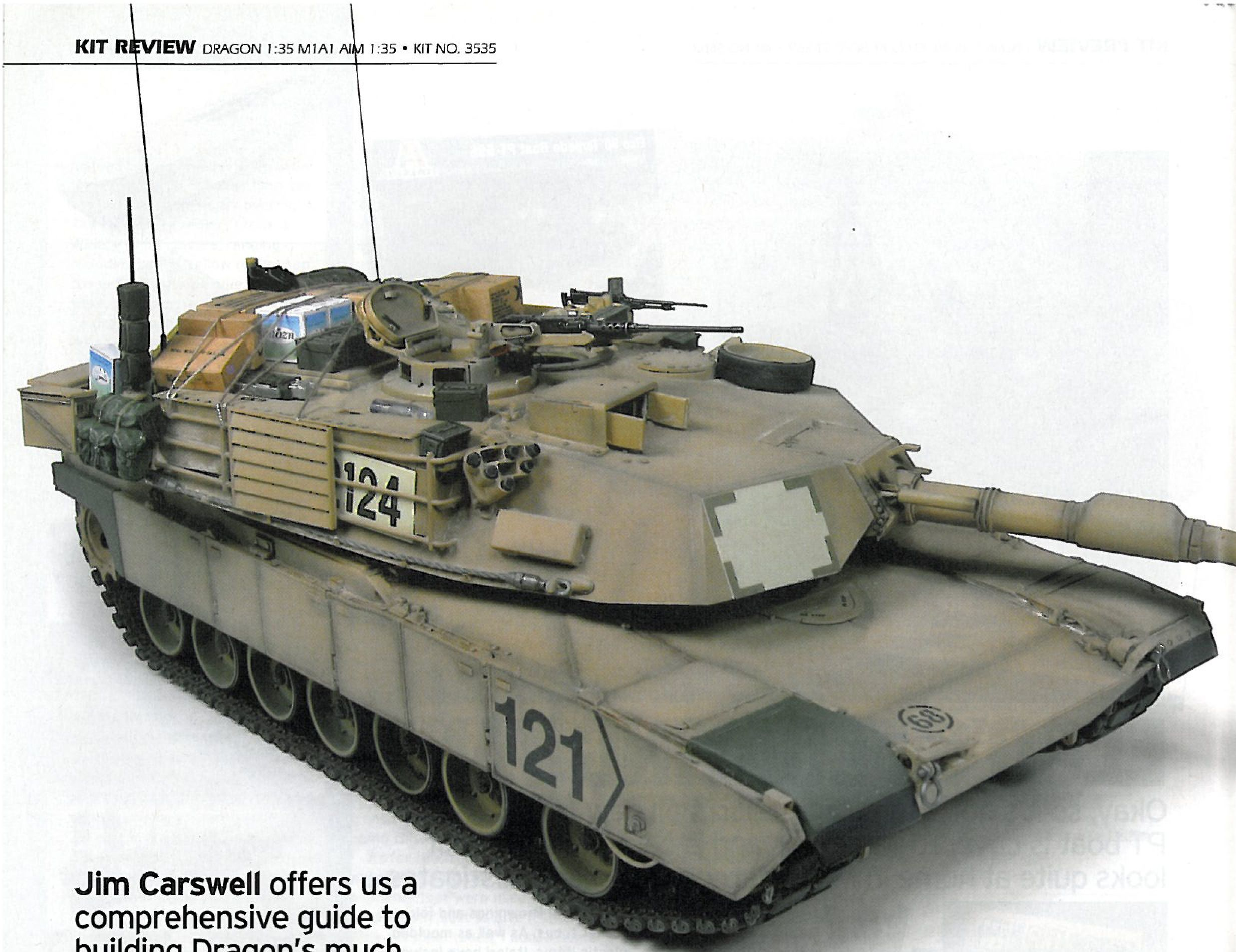
The basis of the model is a large hull moulding, which is thick-walled and therefore stable, and it would be quite straightforward to convert it into a radio controlled model as there's plenty of space in the hull for motors etc. Onto the hull the modeller must attach a one-piece deck moulding, secured by seven screws which are provided in the box. The exposed screwheads are well hidden under deck mounted components, fitted later on in the construction sequence.

The superstructure elements are quite modular in design, meaning that main bits can assembled off the deck and fitted as sub-assemblies, with the delicate parts being fitted later on. The kit is highly detailed, and includes a full load of four torpedoes, 40mm Bofors, 37mm M9, 20mm Oerlikon, twin .50cal Brownings and fold-out rocket tubes. As well as moulded plastic items, Italeri have included turned alloy barrels for the main guns, the advantage of these being the lack of need to scrape off the mould seam, a task which can result in the barrel becoming oval in section. A PE brass fret roughly A6 in size is included, and this carries various sheet metal fittings, gun sights, tail fins for the torpedoes and more. Other extras in the box included a length of electrical wire to make the straps for the torpedoes, a length of rope, some braided cable, woven mesh, clear pre-cut windows and a small sheet of decals for PT-596.

The only criticism here is the choice of boat - as colourful and heavily armed it is, PT-596 was completed late in the war and did not see any combat action, so an earlier boat might have been a better choice in terms of provenance...

Three cheers to Italeri for choosing such a fabulous subject, we can't wait to see what the aftermarket producers come up with for it! ■

Distributed in the UK by The Hobby Company. Kit available from all good model shops. www.italeri.com



Jim Carswell offers us a comprehensive guide to building Dragon's much anticipated M1A1 AIM.

AIM FOR IRAQ

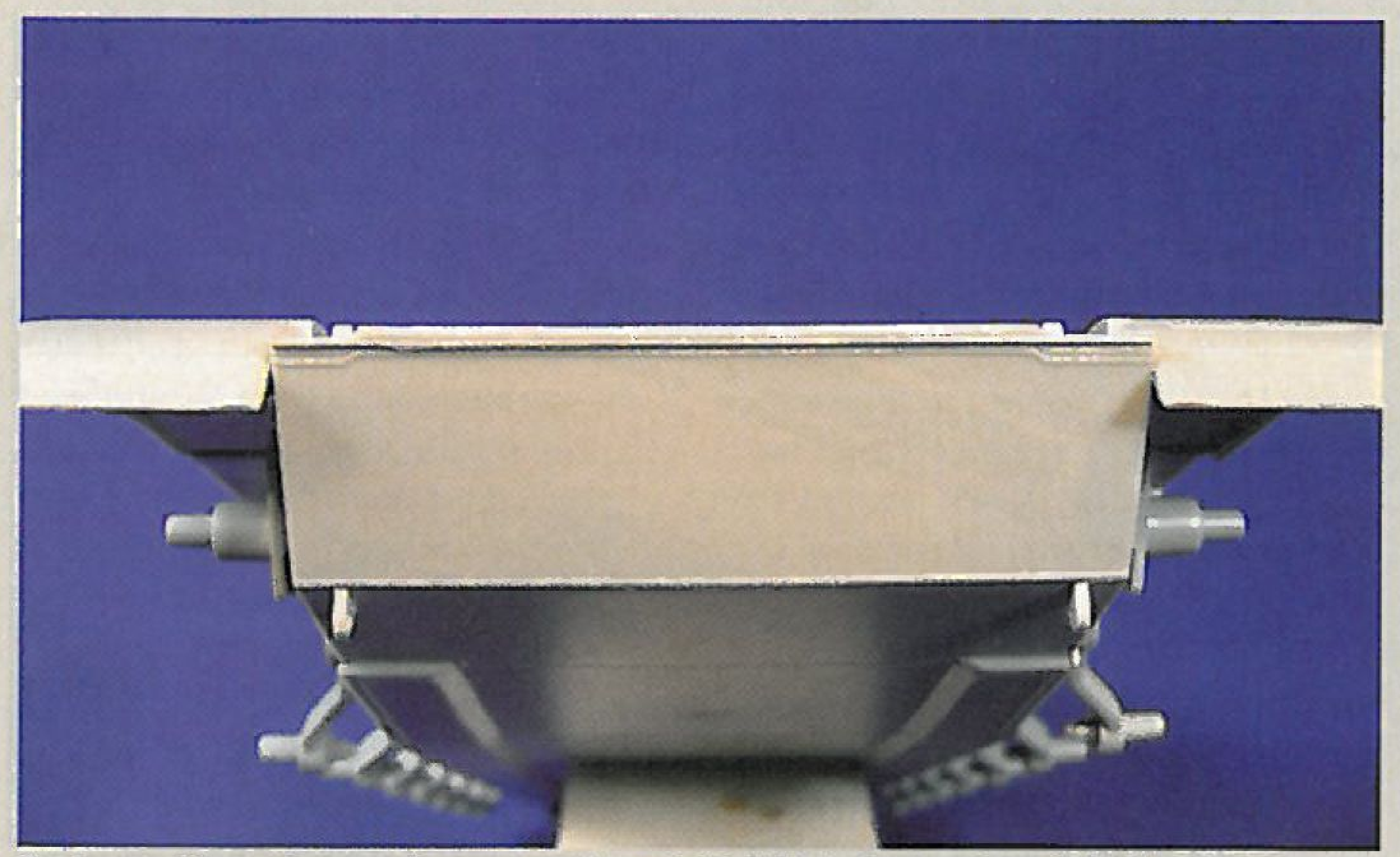
Tamiya kicked it all off by releasing the first M1 Abrams kit in 1982. Since then, most of the major model companies have had an Abrams model of one type or the other on the market, and unfortunately none have been without accuracy issues. In 2004, Dragon Models announced a new tool series of the M1, and modern armour modellers rejoiced. While there was a bit of a wait, the new kit is finally out, and it appears the wait was worth it. Modellers got a taste of what the new kit would be like when Dragon first released the M1 Panther II (a turret-less Engineer version of the Abrams) in 2005. The gun tank version even has improvements upon that kit! Thanks in a large part to the Internet and Dragon's willingness to listen to modellers (and in this case, having modellers gather and supply the information); the result is an accurate kit that greatly improves upon the older Abrams kits.

UPGRADES

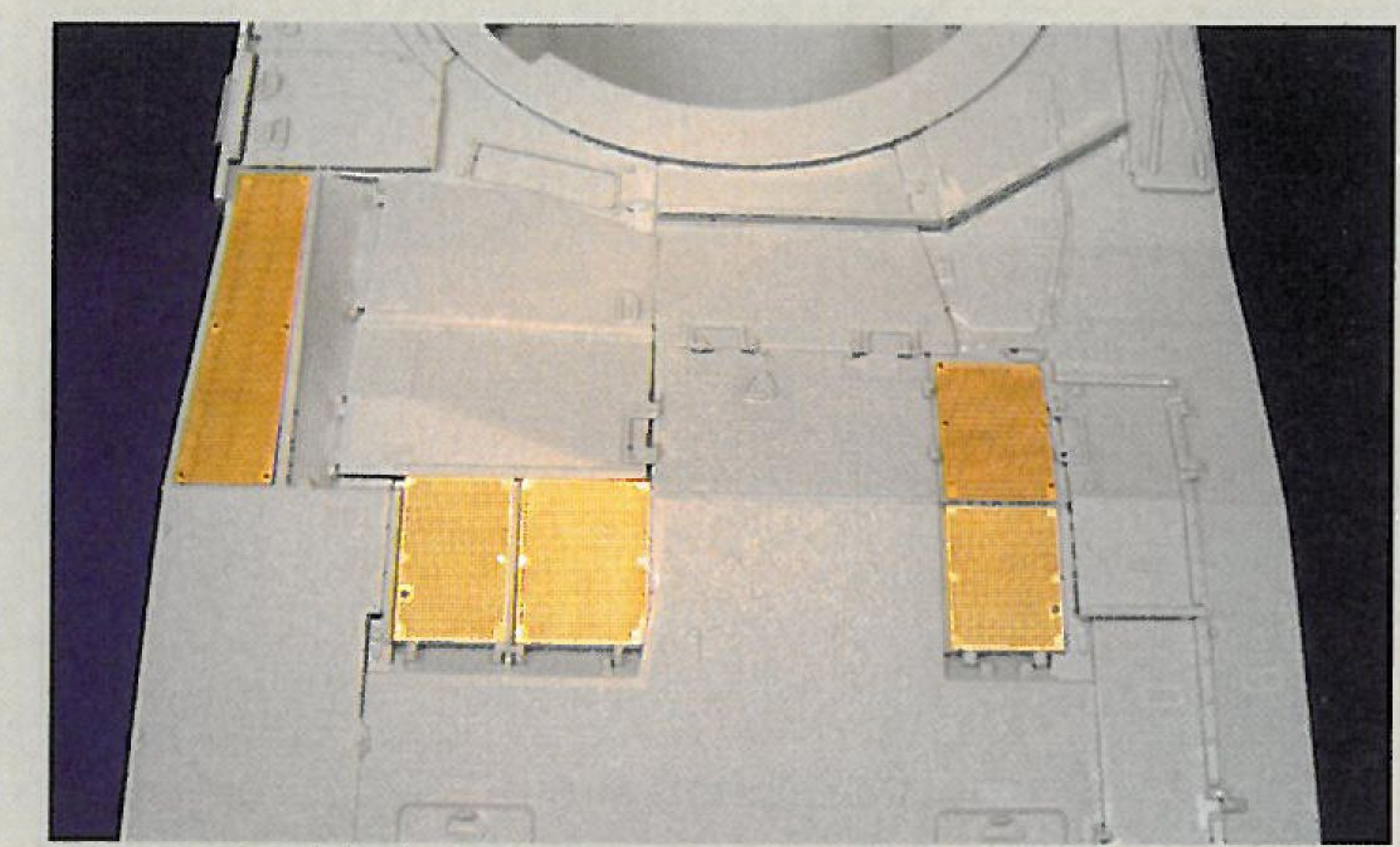
Marketed as an M1A1 AIM (Abrams Integrated Management) Program or System, depending on the source, the kit can still be built-up as a 'regular' M1A1 HC (Heavy Common) if one so desired. AIM is a program that saw older M1A1 tanks rebuilt to 'like new' condition with zero hours/zero miles on the chassis and up to date electronic/computer systems. Due to the well thought out engineering of this kit, parts can be added or left off to depict the different variants, so reference on the specific vehicle you wish to model is a must. I choose to build 'Ancient One', a vehicle serving with 1-68 Armour Battalion in the 4th Infantry Division in Iraq. Not only is it one of the decal options, but also there are also several photos of this vehicle in Concord's 'Special Ops Vol. 30' and one in the new Histoire and Collections book 'M1 Abrams' (reviewed in Issue 8).

Before starting any kit, I like to study reference photos and list the things that need to be done/added while the build is progressing. Thankfully, many of the options are included in this kit, so it was just a matter of choosing the applicable parts. Two main things I wanted to add: 'Ancient One' had the older style of smoke grenade stowage boxes on the turret sides (which I sourced from the Tamiya M1A1 kit); and a unique stowage box attached to the right rear corner of the turret bustle rack which would need to be scratch built. Other things I noted from the photos:

- Earlier style of drive sprocket ring as opposed to the later 'scalloped' version.
- Right front fender was 'smooth' vs. the ones with the reinforcing 'X' stamping.
- 'Smooth' ammunition blow out panel on turret roof.
- Reinforced driver and loader's hatches.
- Tube shaped wind sensor, not 'T'.
- No frame around engine exhaust grill.
- IFF panels on left turret side different position than illustrated in instruction sheet.
- Large rolls of razor wire held in place by pipes on the rear lifting lugs.



The front weld seam between the upper and lower hulls. With the back end evenly lined up, the top hull overhangs on the front a little. This can be filed/sanded down, and new weld seams added.



Upper rear of the hull. The fit of the separate engine deck panels is good. Note the position of the photo-etch grills, particularly the two with the small holes on the sides.

ANCIENT ONE

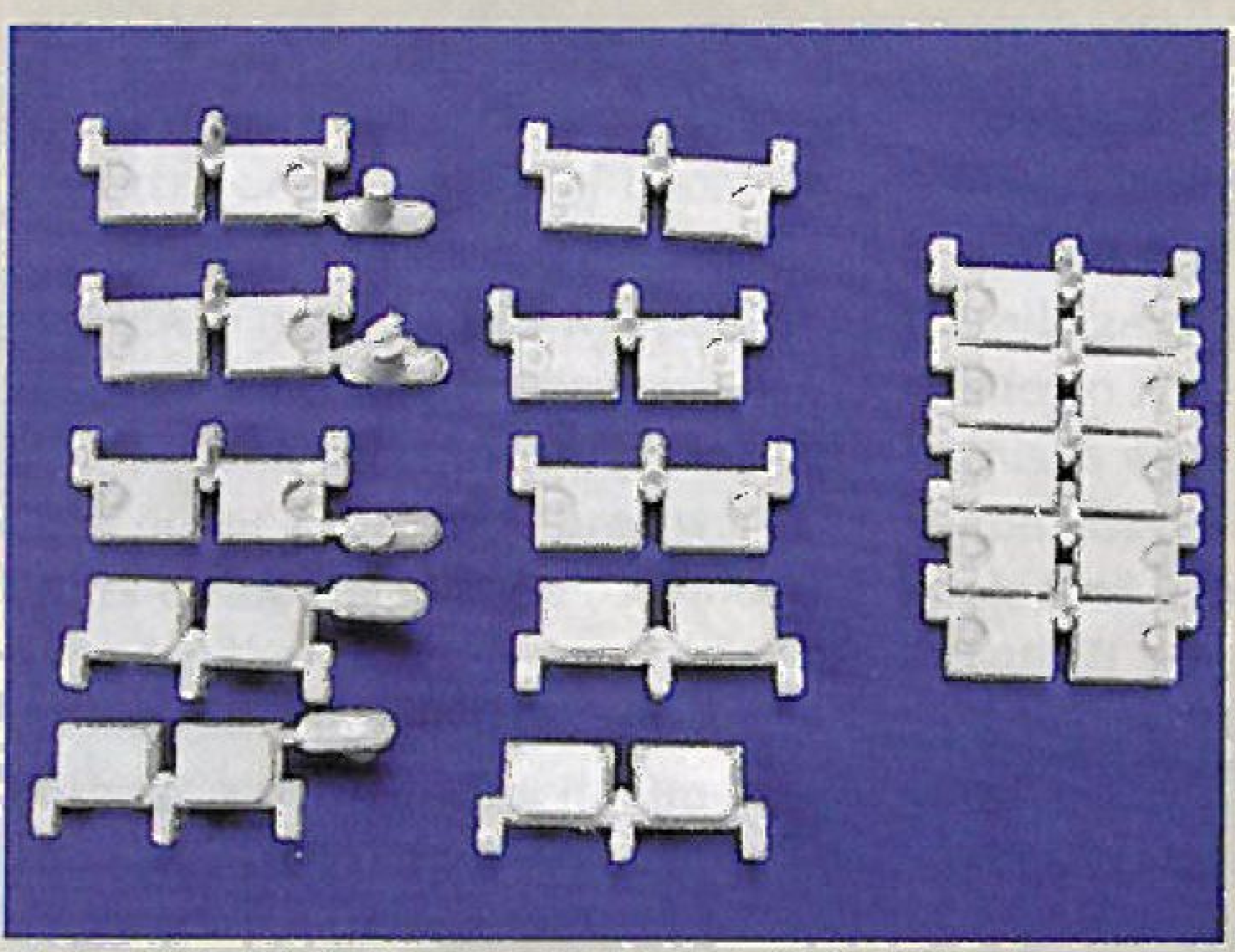
ON TO THE KIT

Make no mistake about it; this is a kit that showcases what Dragon can do with today's technology. Ingenious use of slide moulding gives you hollowed out machine gun barrels and many other fine details; photo-etched brass parts and pre-cut/pre-bent wire parts are included; items like periscopes, light lenses and road wheel caps are appropriately moulded from clear plastic. Decals are included for nine different vehicles, both sand and NATO three colour options. Given that, I would say that this is not a kit for the beginner, while nicely detailed, there are many small delicate parts. Now normally I don't like to bore you with part numbers and instruction sequences, but unfortunately one of the criticisms of this kit is the large number of errors in the instruction sheet. The only way around it is for me to follow the suggested build sequence and mention the problem part numbers as needed.

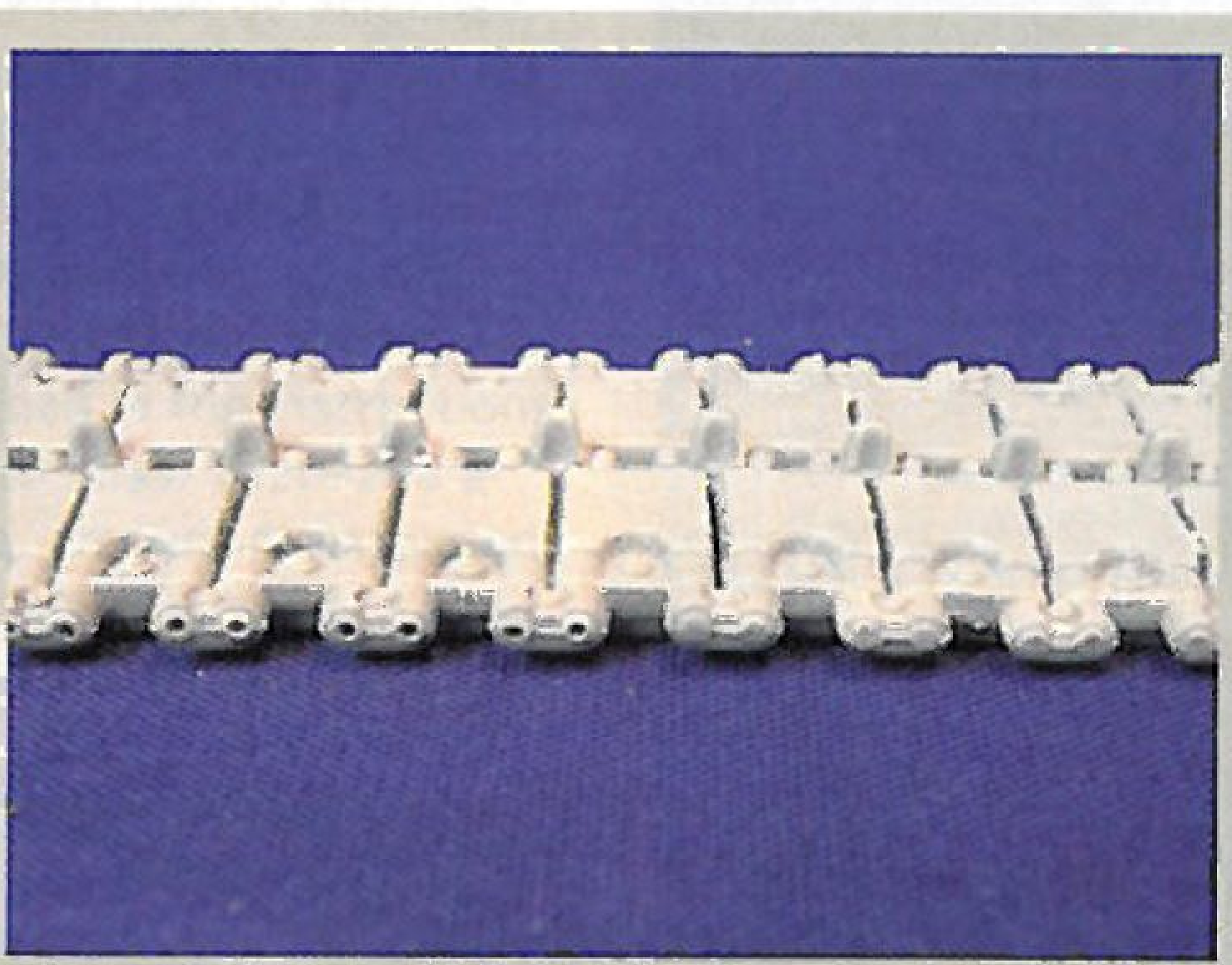
Step 1: Here you are faced with the first option parts: scalloped drive sprocket ring or the earlier one with a circular inner face. The hubs are moulded with the mud clearing holes in them, a nice touch. The inner road wheels each have four ejection pin marks that I cleaned up, although in all honesty I don't think they would have been very visible on the finished model. I left off the clear bearing caps until after painting, as they should remain clear and not painted. As shown in the photos, I also did not assemble the road wheels at this time, only slipping on the inner ones in preparation of fitting the track.

Step 2: Here we deal with the lower hull: attaching the suspension arms and running gear. Note that not only are the rear plates already moulded to the hull, so are the sponson floors (one improvement over the Panther II). Check out the proper rendition of the additional armour plating on the hull sides. Sparing use of cement on parts V5/23 and V8/15 will allow the idler tensioning arm to remain moveable, which will help in attaching the idler wheel mount and first suspension arm. Although notched, the fit of the suspension arms still allows a fair amount of movement; the use of a straightedge comes in handy here. The centre axis of the road wheel axle arms should be approximately in line with the bottom of the hull. An option in this step is to use the mud scraper arms or the cover

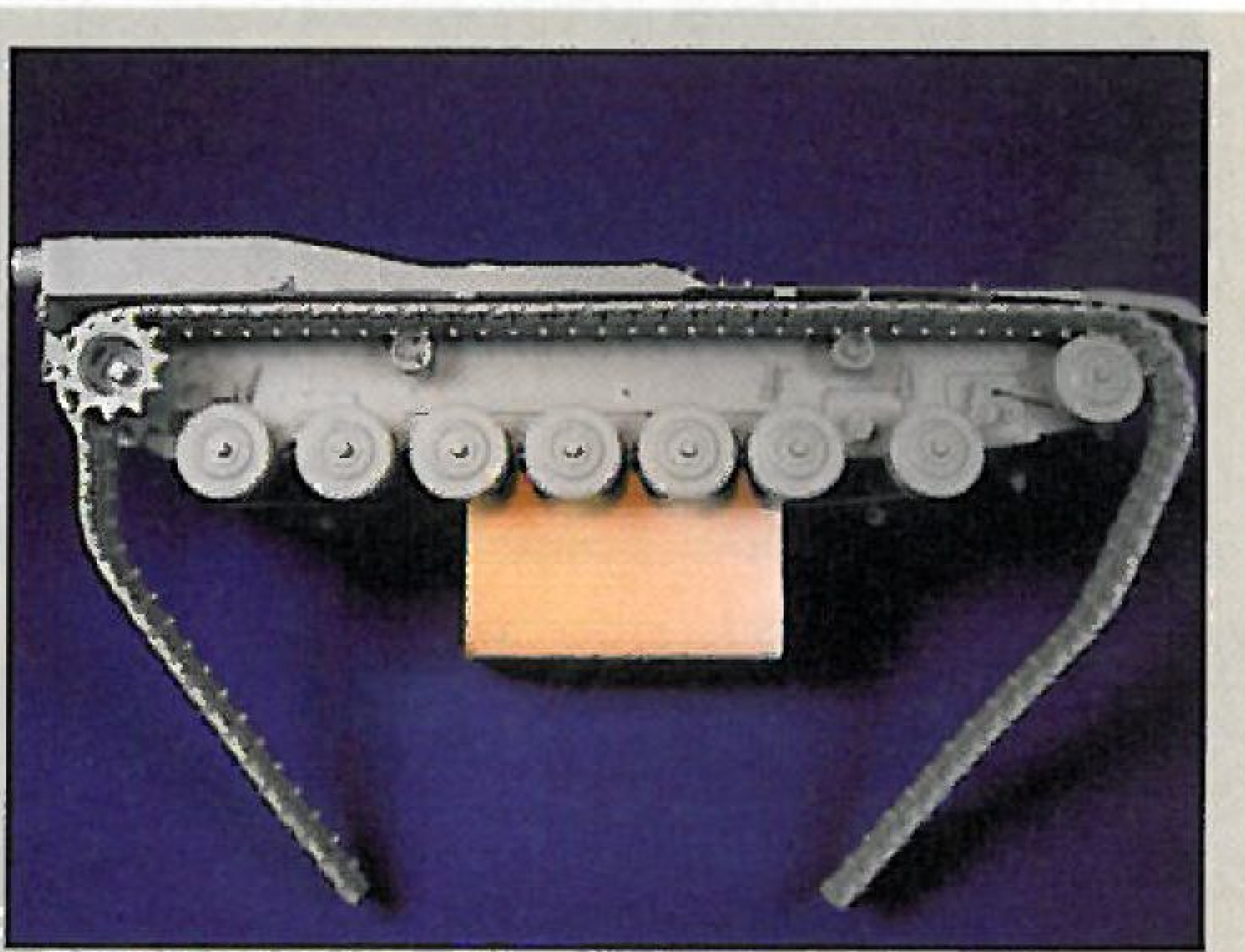
▶



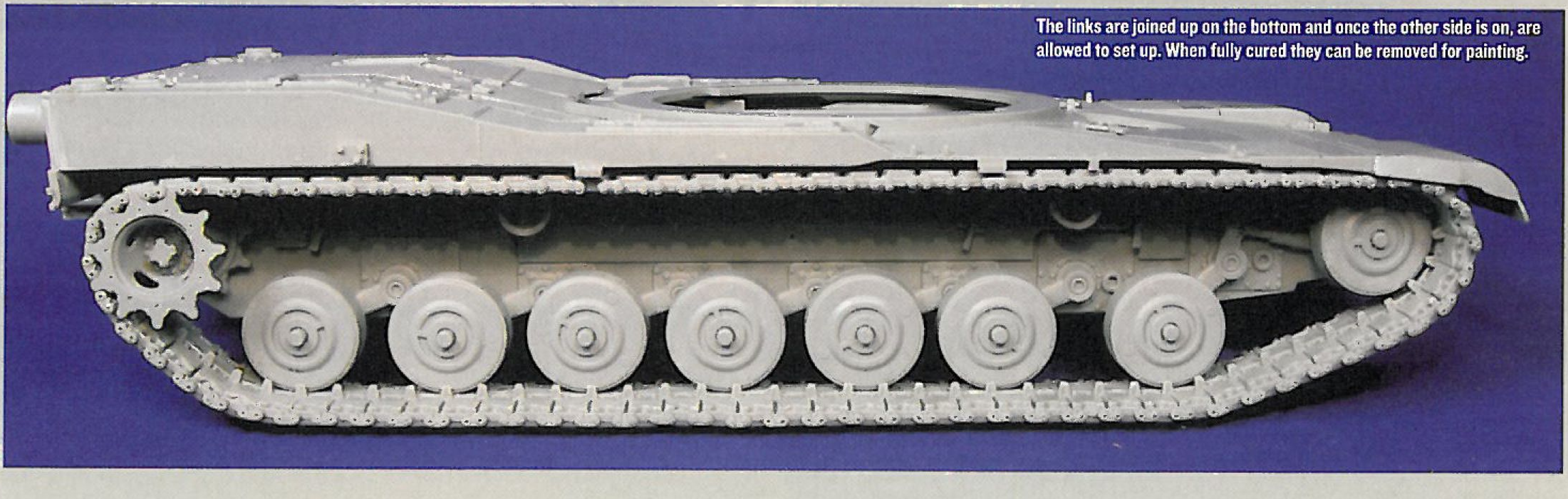
Stages of the 'Magic Track' tread assembly. On the left, as they come from the bag. In the centre, cleaned up, and on the right, five links clicked together. To get them on the kit, I first put together groups of ten links, and then put all groups together for one full run of 79 links. This was laid down on a glass surface and liquid cement was brushed on. After setting up for about 5 minutes, it was draped around the road wheels and allowed to dry.



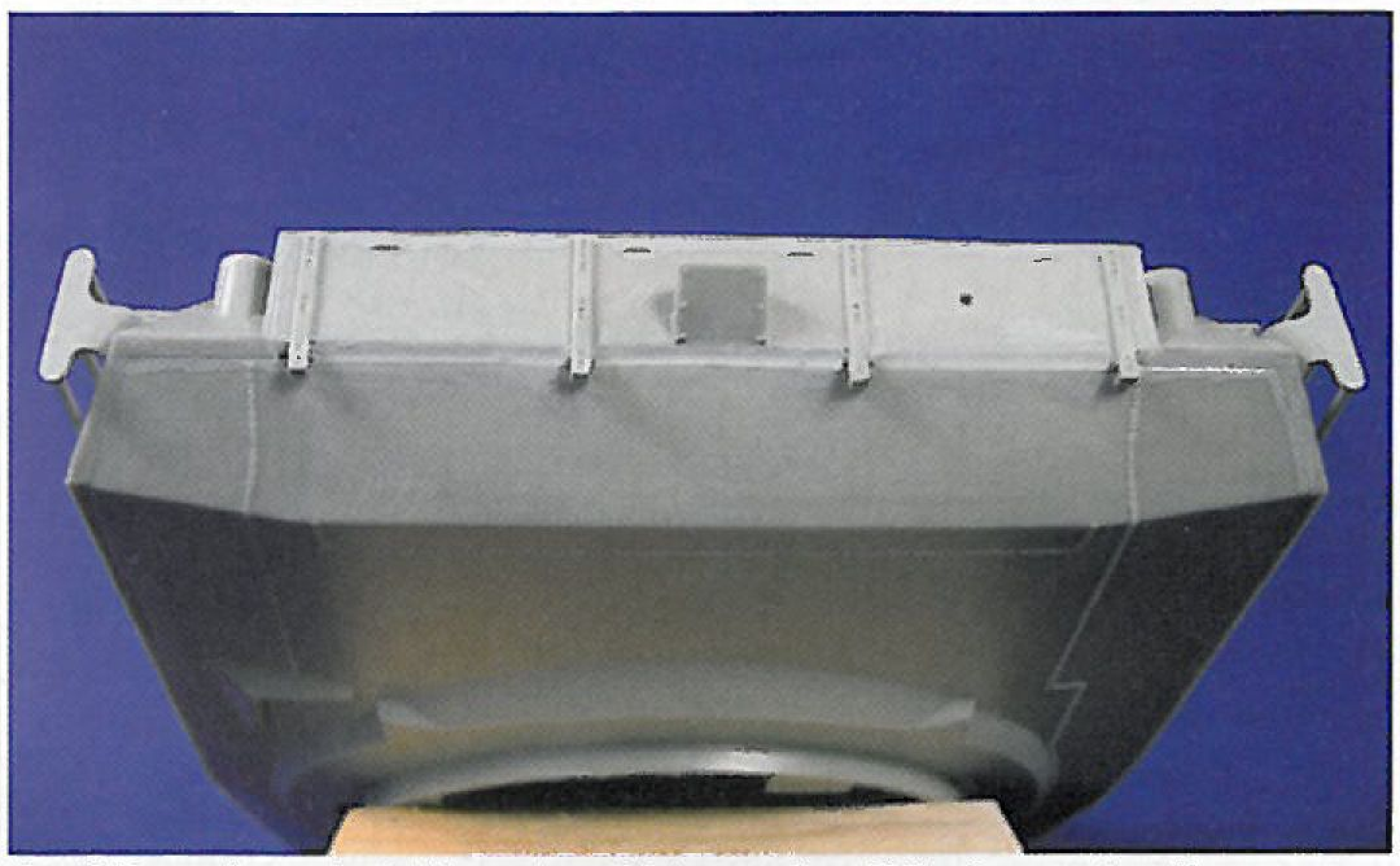
Drilling out the centre of the track pins adds a lot to the look of the finished track.



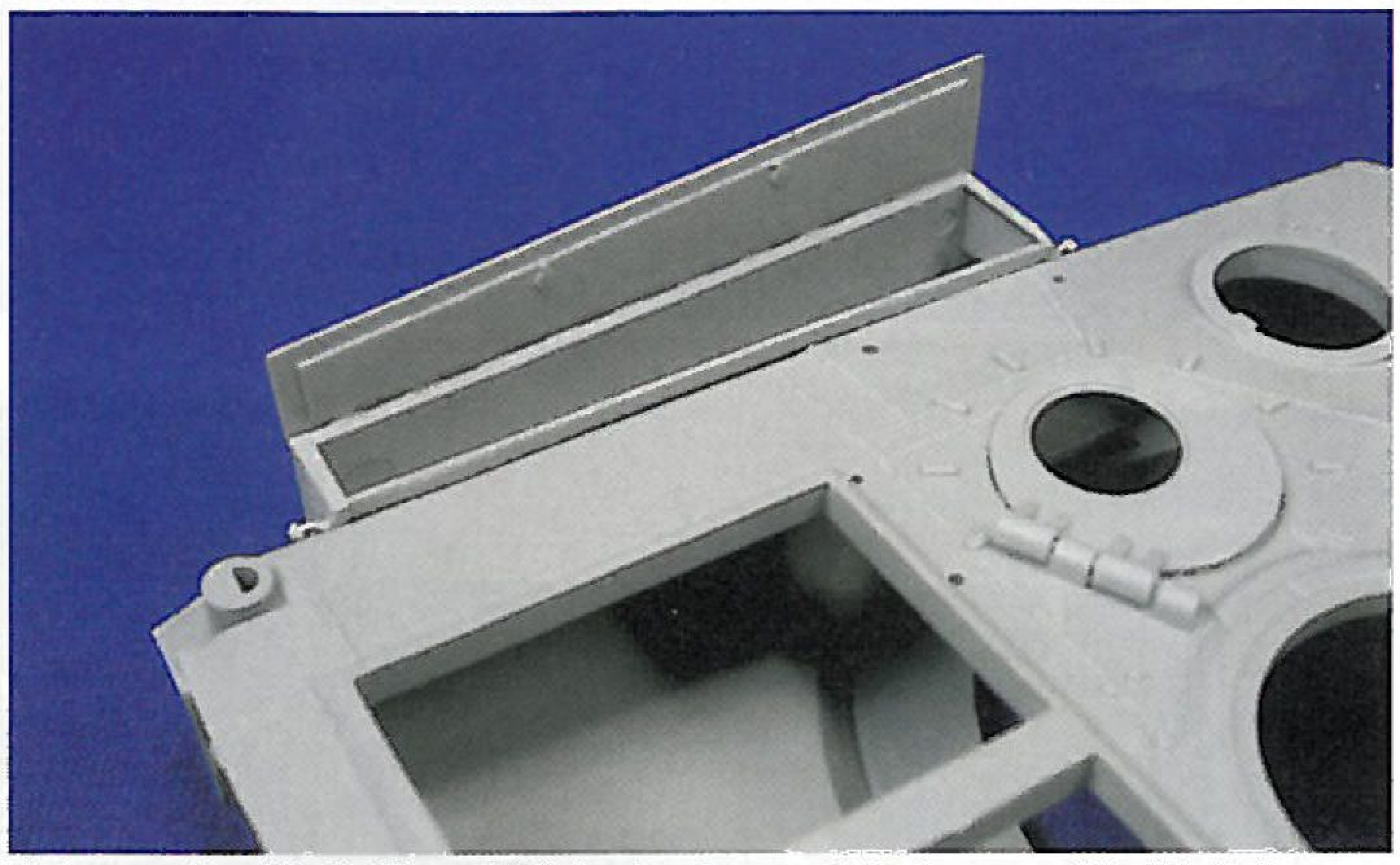
The completed track run is fitted around the road wheels, idler and sprocket while still flexible.



The links are joined up on the bottom and once the other side is on, are allowed to set up. When fully cured they can be removed for painting.



Some filling may be required at the rear turret joint as seen here. Notice the accurate weld seams running under the turret.

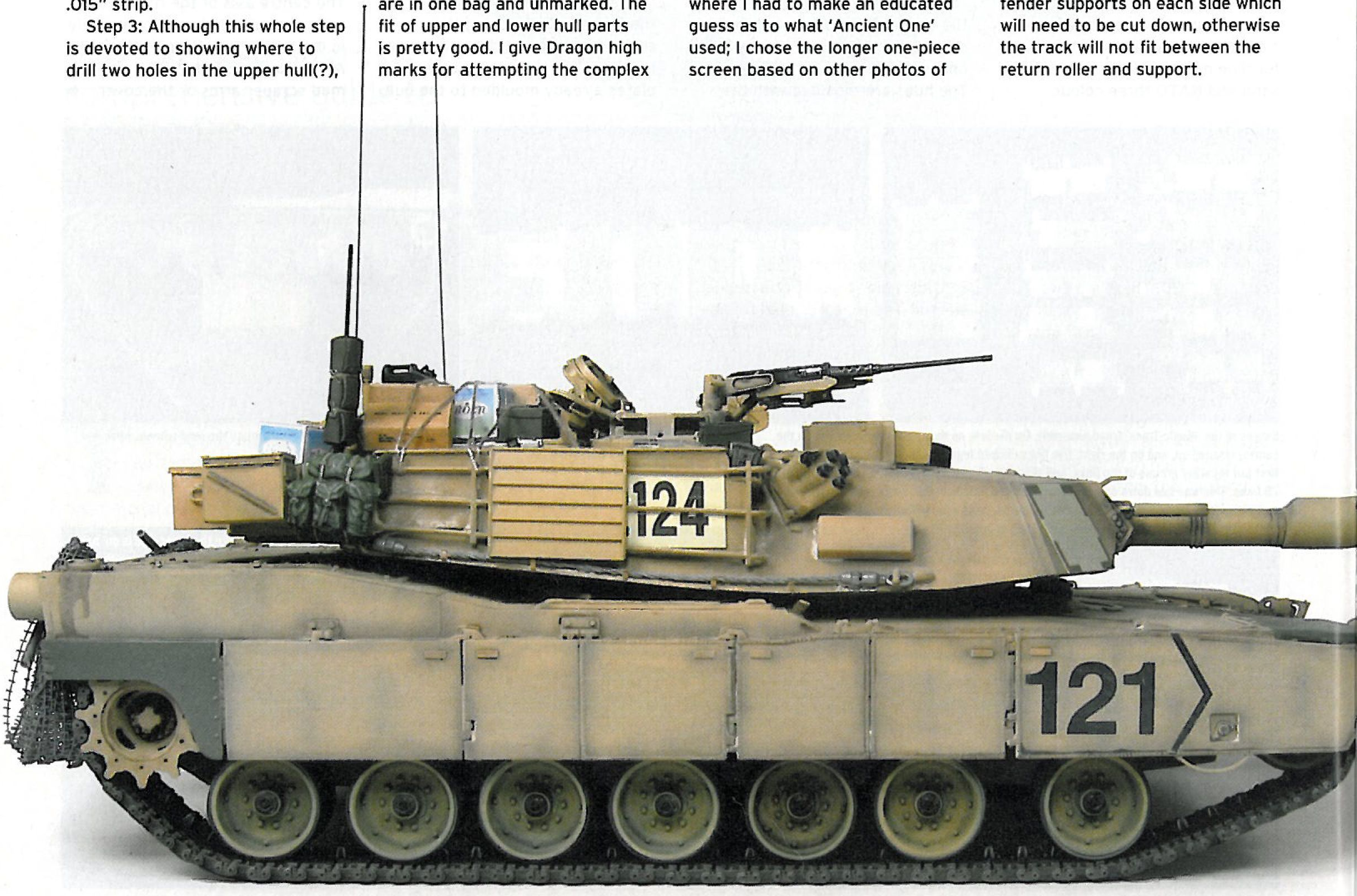


The inner portion of the bin lids are detailed and can be cemented in the open position if desired. More diorama potential!

plates. Without actual photos to show this area, I just went for the cover plates. Overall this whole area screams out for a diorama, it's a shame to cover up all the detail with the side skirts. At this time I also scraped off the small seams present around the front and rear tow lugs. Some early releases of the kit apparently had a small moulding error at the left rear corner: the small locking tubes for the side skirts were missing. It only took a couple of minutes to build new ones from .020" rod and .015" strip.

Step 3: Although this whole step is devoted to showing where to drill two holes in the upper hull(?), Dragon still missed a hole. If you decide to add the redundant heater exhaust plug (U36) later in Step 4, this should be drilled out now. Of course, if you missed it, it's not that big of deal to eyeball the placement of U36.

Step 4: Since the sponson floors are moulded in place, you don't necessarily have to add the tracks now, but at least before the skirts go on. The instructions note that there are two types of track link sprues (H and K), but there are not: all the links are identical and are in one bag and unmarked. The fit of upper and lower hull parts is pretty good. I give Dragon high marks for attempting the complex weld at the front lower glacis, but on my kit it just wouldn't line up properly. In the end, I made sure the rear joints were as good as I could get, then filed down the joint on the front and rebuilt the welds from Plastruct .010" rod. There are some gaps between the sponson floors and upper hull, again, not visible when the skirts are on. Options here are for a driver's hatch with a reinforced lip or without, and two types of photo etch screens and base plates for an intake vent. This is one area where I had to make an educated guess as to what 'Ancient One' used; I chose the longer one-piece screen based on other photos of tanks from this unit. From the few pictures I could find of this area, it seems the small photo-etch rectangular frame (MA1) is only used when the two-piece screens are there. With the previously mentioned heater exhaust plug, it was also hard to tell from the side view photos if it was present, and it was left off. The clear periscopes in the driver's hatch were left off until final painting had been completed. One problem that must be dealt with before installing the tracks, there are rather large fender supports on each side which will need to be cut down, otherwise the track will not fit between the return roller and support.



TRACKS

If you want to put the tracks on now, I found on my build that each side required 79 track links. As if cleaning up links isn't enough fun, I decided to drill out all visible track pins too! In for a penny... however, it really does add to the look of the track, and didn't really take that much time to do. With about 1/3 of the track hidden behind the skirts, I cheated and only cleaned up/drilled around 55 links on each side.

Step 5: I borrowed a 'smooth' right fender from my Dragon Panther II kit to match the replacement on 'Ancient One'. The instructions show to install photo etch part MA20 on the left fender and MA19 to the right; it should however be the other way around. The pre-bent fender springs and mounting hooks, although a fantastic detail to include, were very frustrating to get in place. I deepened and slightly enlarged the holes for the mounting hooks for a better fit. Either my tweezers or the wire used to make the parts was magnetized, every time I tried to secure the spring, the small hooks would stick to the tweezers! And then I launched one hook on to the floor; luckily I was able to find it. Dragon supplies a couple of separate track end connectors (D4) which are clamped to the fender spring to help hold it down on the full-size beast, although there are often two or three on each side. It would have been nice if there were six extra ones instead of two.

Step 6: Photo-etch parts MA5 and MA15 need to be swapped around. Some slight filing will improve the fit of the large engine deck cover T10. There are two types of fuel filler caps to choose from for the cap to the left of the driver, differing in orientation. Without a good photo, it's up to you to decide. There are four small photo-etch chains to attach to the filler cap lock pins, this time; I didn't find the one I tweezer-launched!

ANCIENT ONE

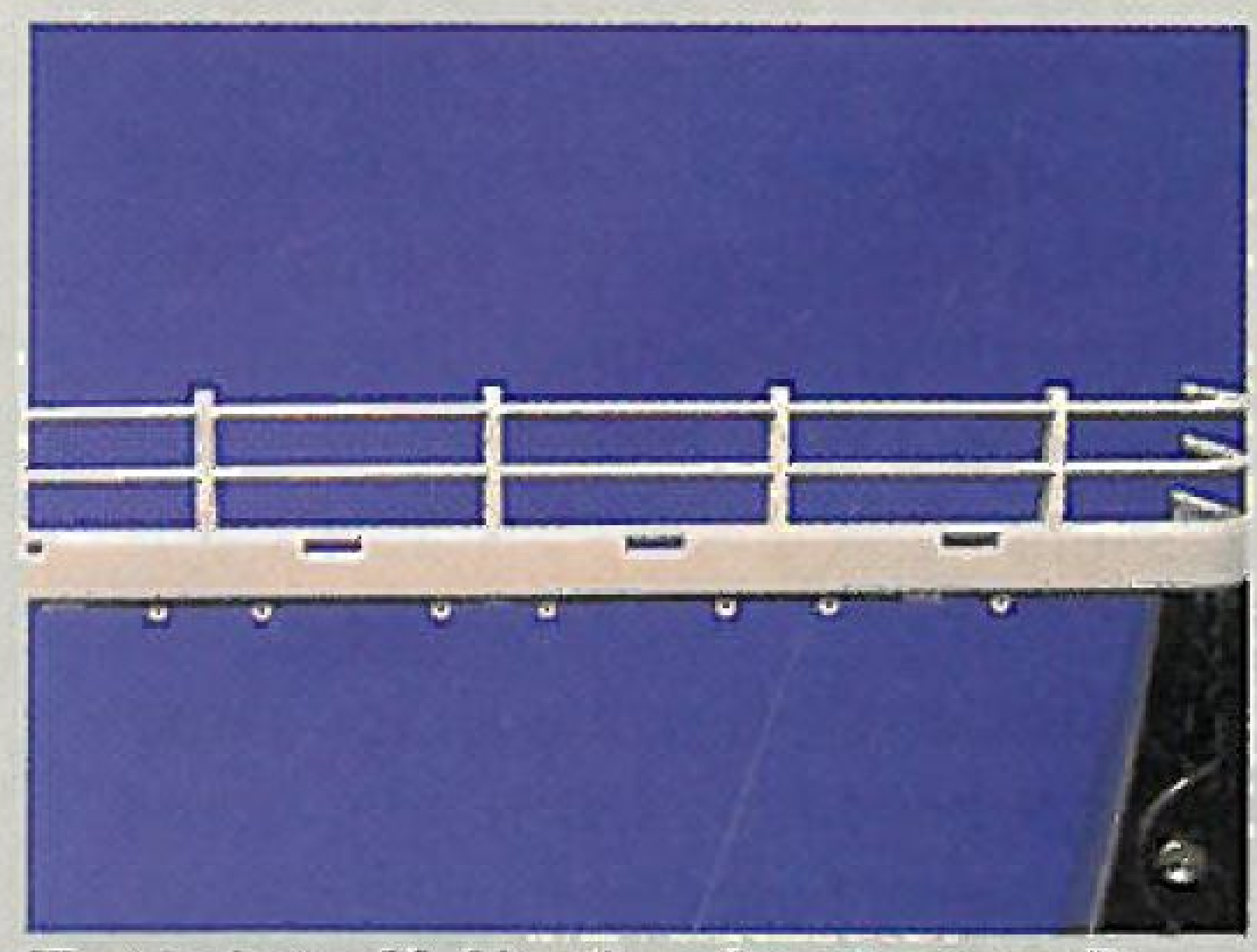
DECK DETAILS

Step 7: This area in my opinion is what puts this kit ahead of all others. The rear engine grills are moulded just like they should be – as separate doors with individual louvres. If you wanted to put a power pack in this model, the grilles could be positioned open just like the real deal. The slats/screens that cover the louvres are moulded separate as well; they can be modelled as damaged or even torn right off as occasionally seen. These screens, parts U10, 11 and 12, are best cut off the sprue with a new blade. Several light passes over the ends should be enough to free them. I cemented hatches U13 and 16 together first before attaching to the hull, that makes them a little easier to place on the hinges. Rear tail light guards are incorrectly labelled; U25 goes on the left side, U24 on the right. The frame that goes around the exhaust grille (U37) was left off on my build, another option. Metal part MA12 is close, but doesn't quite capture the look of the triangular reinforcing plates in this area; I cut two small triangles from .030" and .020" strip to add to this area. I had to file a small notch on the upper hinge side of U28 for a better fit against the lifting lug/hinge. There is a mould seam and some small pips to clean off of hinge parts U4; this has to be done very carefully to avoid breaking these very thin parts. One other thing; the decal placement shown for the 'lift here' decals are wrong, they should go nearest to the hinge side-next to the lift lug.

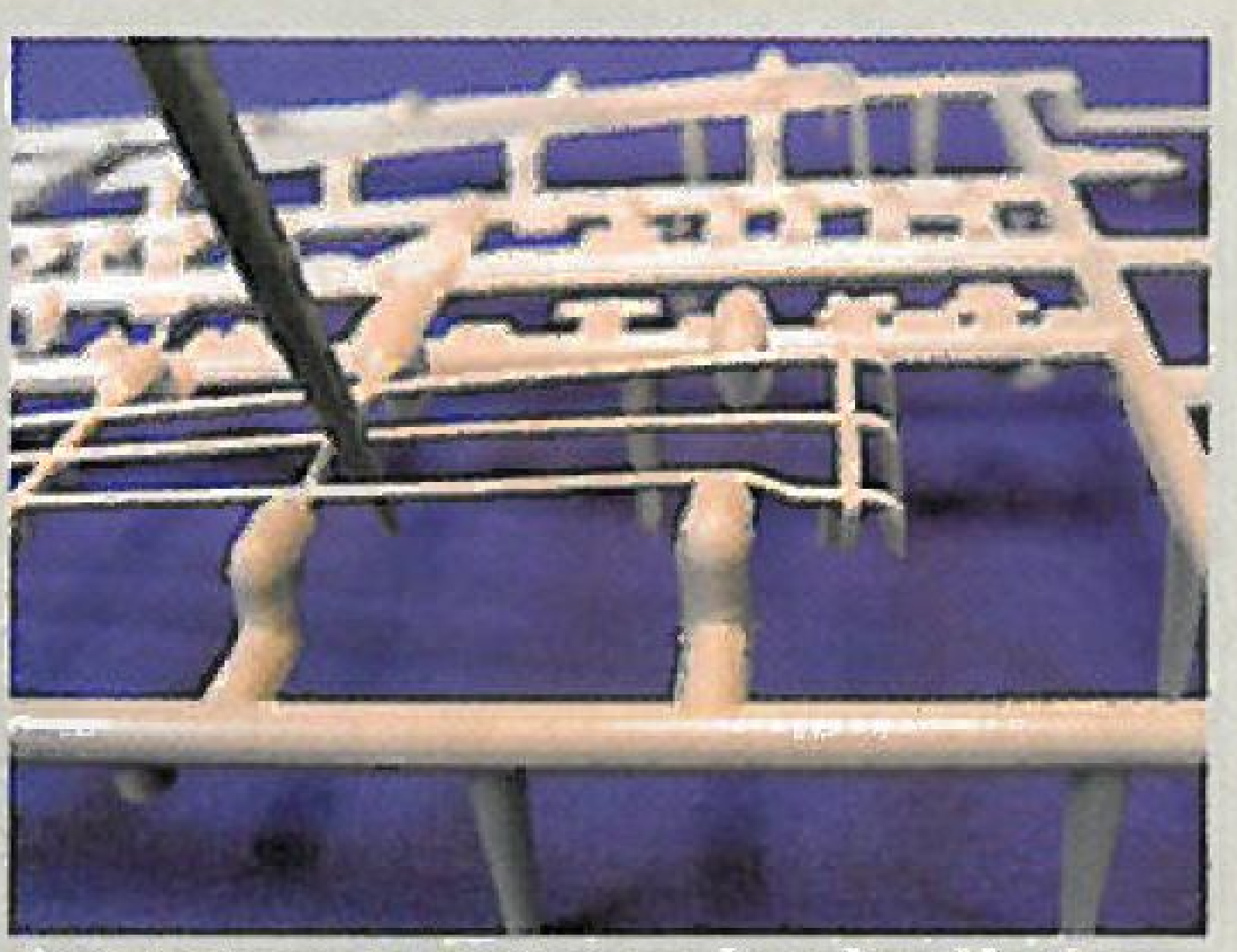
SIDE SKIRTS

Step 8: The bane of modern armour modellers: the side skirts. I usually like to (actually, pretty much have to) fully paint and weather the running gear before the skirts can be attached. Hopefully the photos will give you a good idea of how I proceeded. Sharp-eyed builders of this kit will note that part U18, the NBC unit cover plate, is now magically shown attached in the instructions; this is easy to miss. There are a considerable amount of extended ejector pins that will need to be cut off before attaching U18 to the hull side. To make sure it is lined up properly, I placed the side skirt part T11 into position first.

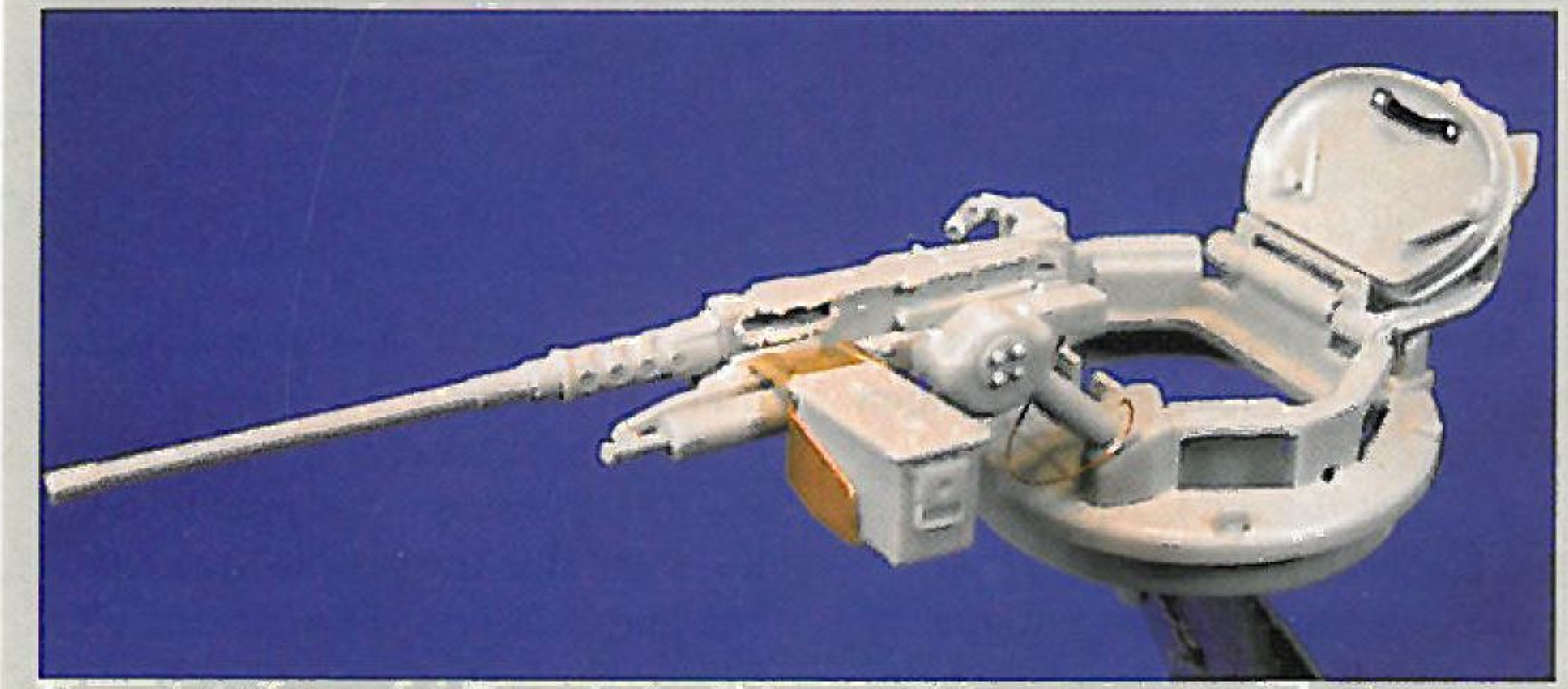
There are small photo-etch strips to install on top of each skirt section (representing the weather stripping sections on top of the skirts), but it's not too clear on the instruction sheet where exactly they go. As near as I could tell from reference photos, the strips should be closer to the inner side on the first five skirt sections, and closer to the outer edge on the last two skirts. Hopefully my photos will show where they should be. I found the small etch nuts, which go on top of the armoured skirts where too flat, I replaced them with slices of .030" Plastruct hex rod. There should be two on each of the front five sections. Rather than attach the skirt supports (V1, 2, and 3) to the skirts, I attached them to the hull. ▶



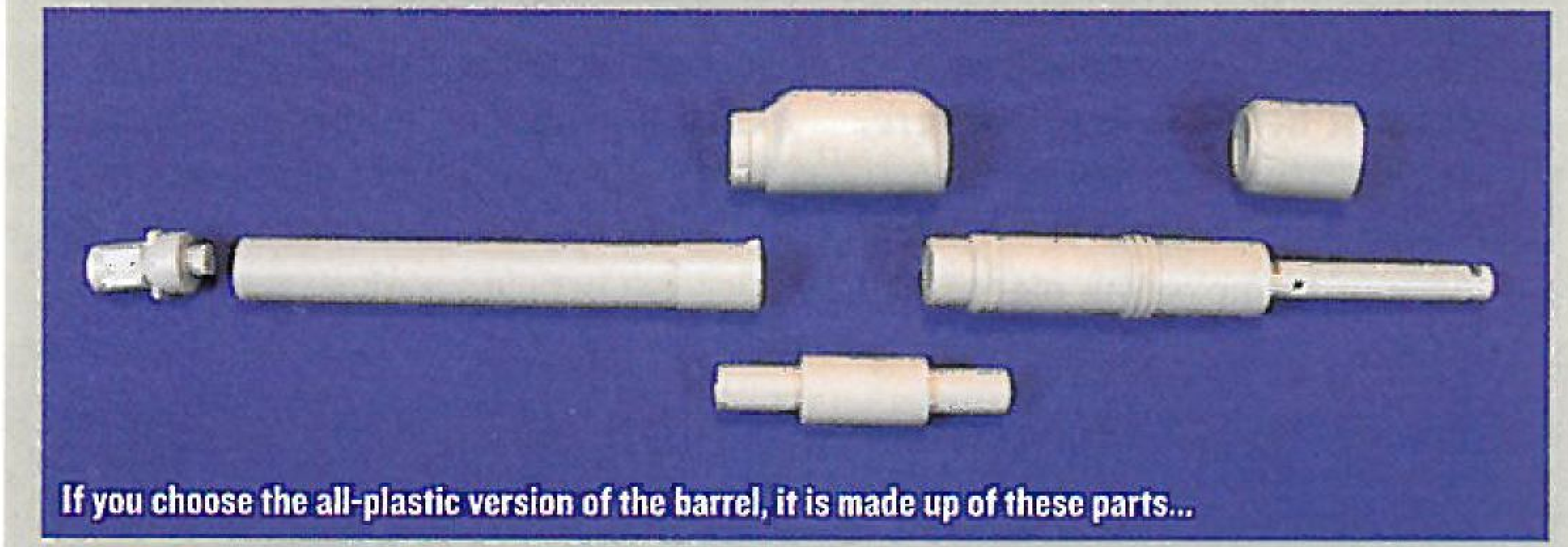
The nicely moulded bustle rack as it comes off the sprue.



It might be easier to clean up the rails while they are still on the sprue. The rail suffered some damage while in the box. It was carefully glued back together while still on the sprue.

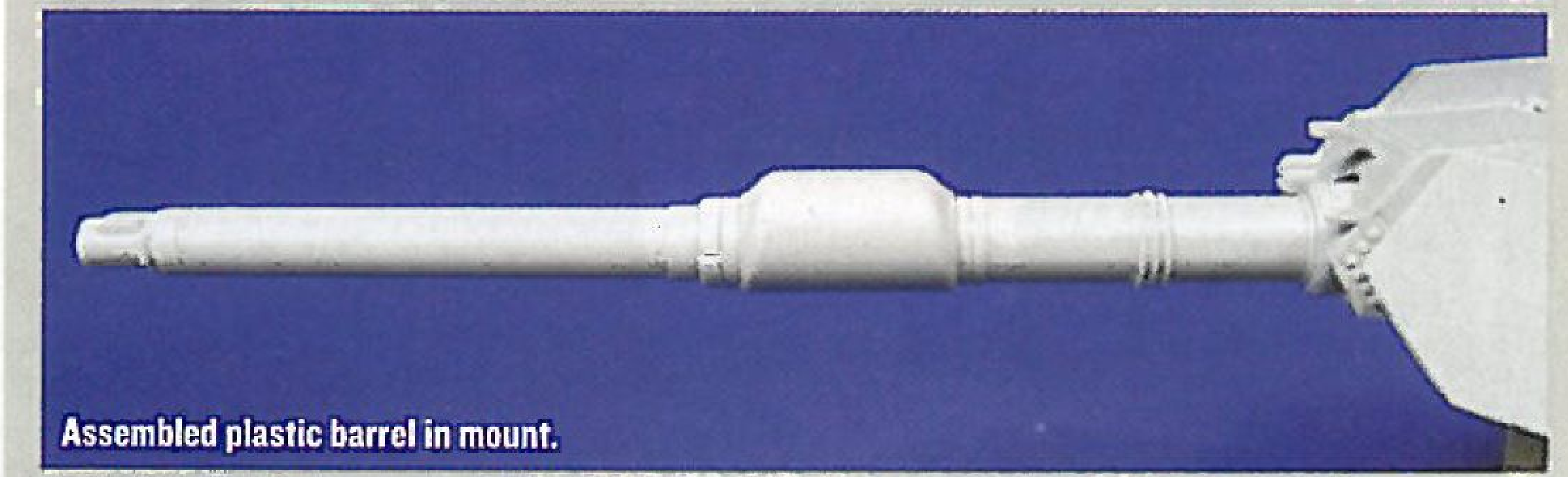


The wonderful Commander's Weapon Station. All that was added was a strap of lead foil on the hatch and the wire going to the .50 cal solenoid assembly. I have since discovered the ammo can may be backwards, if that sort of thing bothers you!

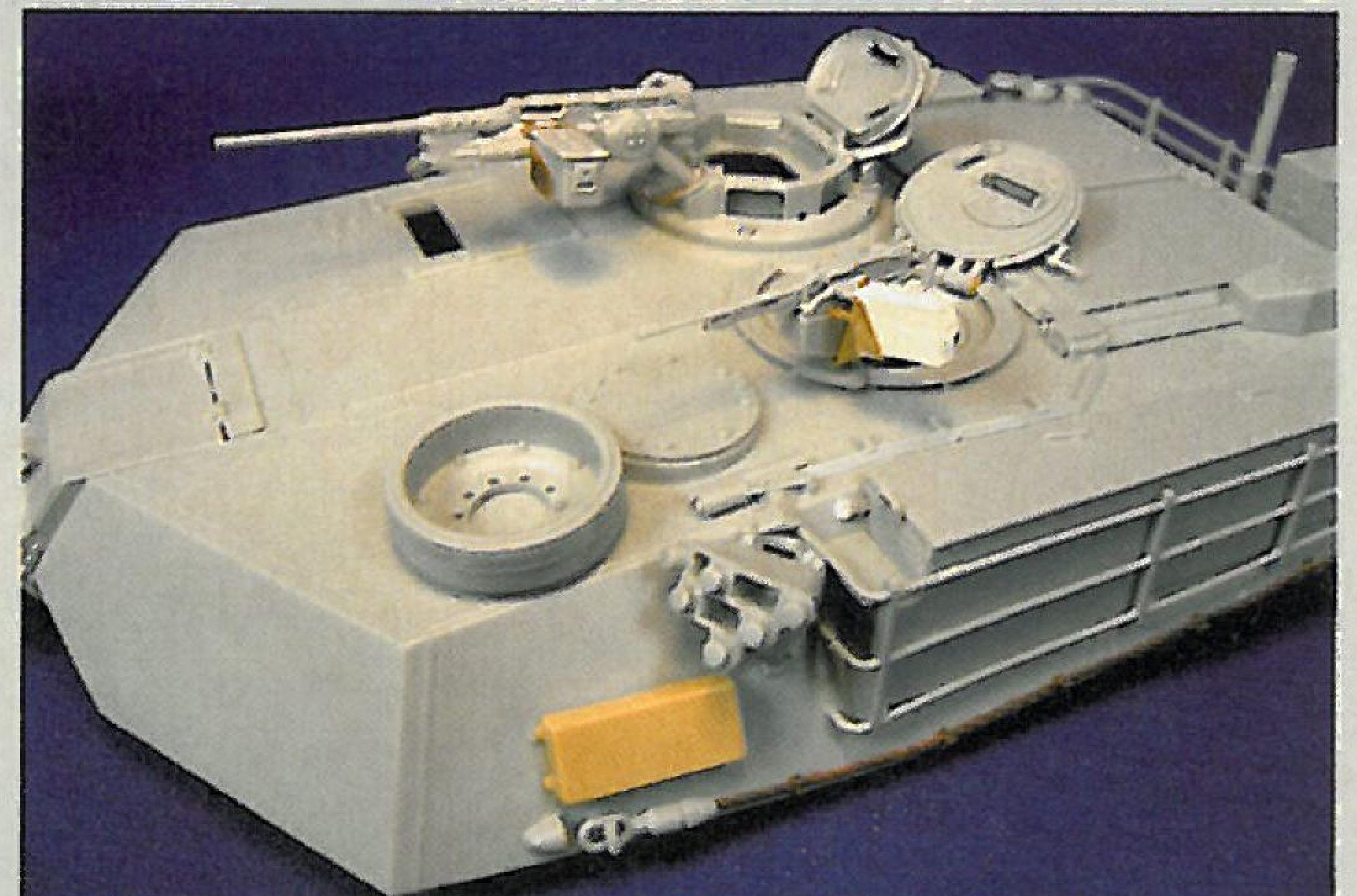


If you choose the all-plastic version of the barrel, it is made up of these parts...

...While this is what the metal barrel will look like.



Assembled plastic barrel in mount.



The completed turret. The clear periscopes have been left out until final painting and weathering. Dragon fail to provide any 7.62mm ammo cans if you use the photo-etch holder, so one was sourced from the parts box. The older style of smoke grenade stowage boxes came from a Tamiya M1A1 kit. The Gunner's Primary Sight is left off to protect its clear sight.

◄ TURRET

Step 9: On to the turret! This step deals with construction of the 120mm gun barrel and mantlet. You can choose the included turned aluminium barrel, or assemble an all-plastic version. The great thing about the plastic one, not only is it better detailed, but the individual pieces are one-piece tubes, meaning there are no seams which would result from joining two halves like we're used to. Of course, there are still a few seams present from the moulding process, but they are easily scraped off or in my case, a quick swipe of a Flexi-file makes short work of these seams. Dragon includes a spring so the barrel will have a 'recoil' feature; just for fun I installed it, but found that the assembly was very 'wobbly'. I ended up flowing in liquid cement to secure the barrel firmly into the mount.

> "The Commander's Weapons Station is a kit within a kit. Without a doubt this is the best-detailed cupola of all existing kits"

The barrel mount/mantlet is a little tricky to assemble; some careful test fitting is in order here. I ended up filing off the lips of parts N23 and 24 so there was more room to move the pieces around for a better fit. They should not be flush with the upper piece (N42), but in towards the barrel a bit (check reference photos). There is a very nice breech assembly, a shame it's about the only interior feature included. I left off the lovely Muzzle Reference mirror assembly (N18) so it could be painted black and added after the base colour on the tank was sprayed.

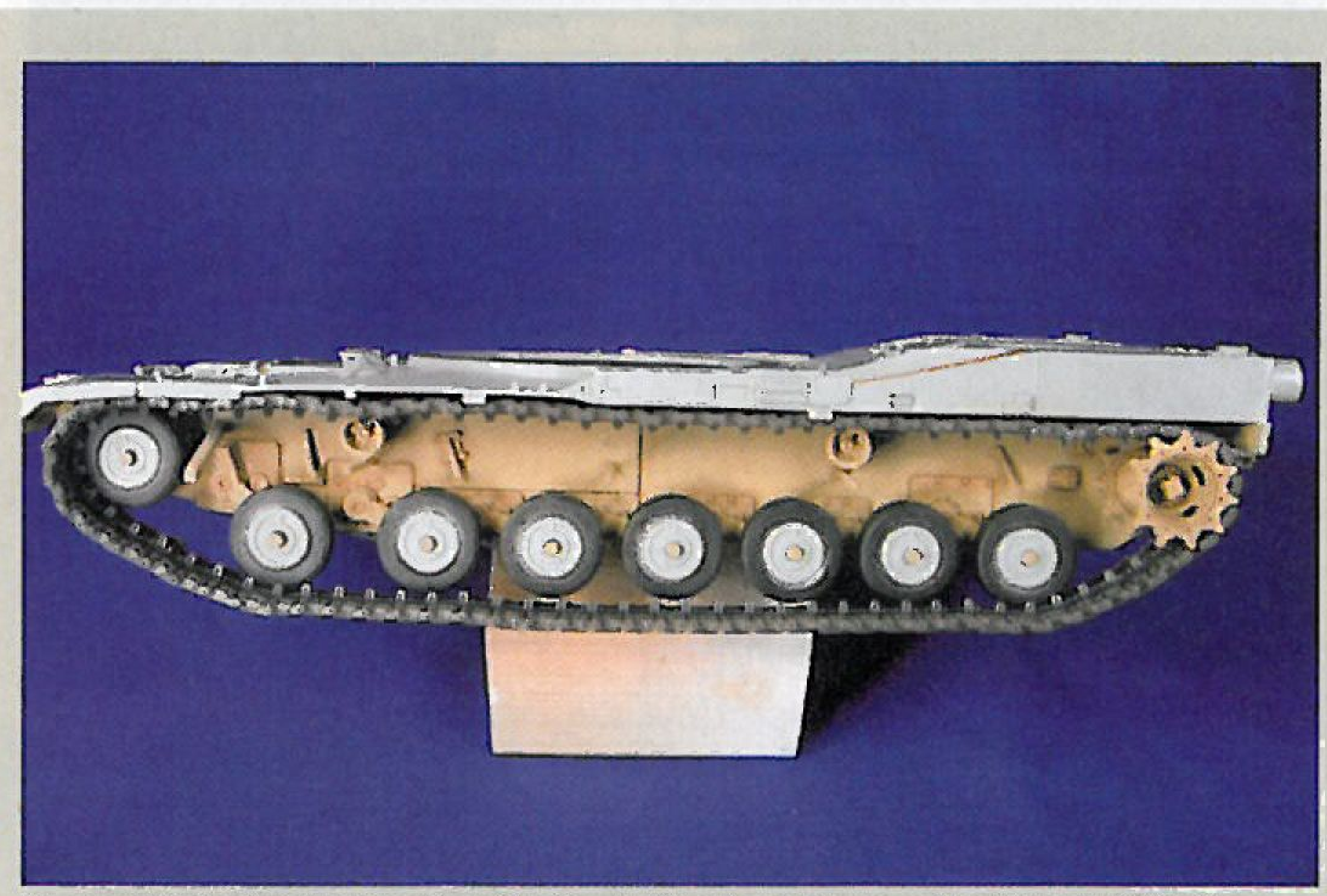
Step 10: Before joining the upper and lower turret pieces, jump ahead to steps 13 and 14 and note that you should drill a few holes in the upper turret piece. One for the EPLRS radio mast support on the right side behind the stowage bin, and two for the EAPU conduit behind the loader's hatch. The Commander's Weapons Station is a kit within a kit. Without a doubt this is the best-detailed cupola of all existing kits, right down to the very fine casting numbers. Again, I left out the clear periscopes until all painting was complete. Although Dragon provide a nice lock pin and handle (P1/2) for the hatch interior, they missed the strap that I added from a strip of lead foil.

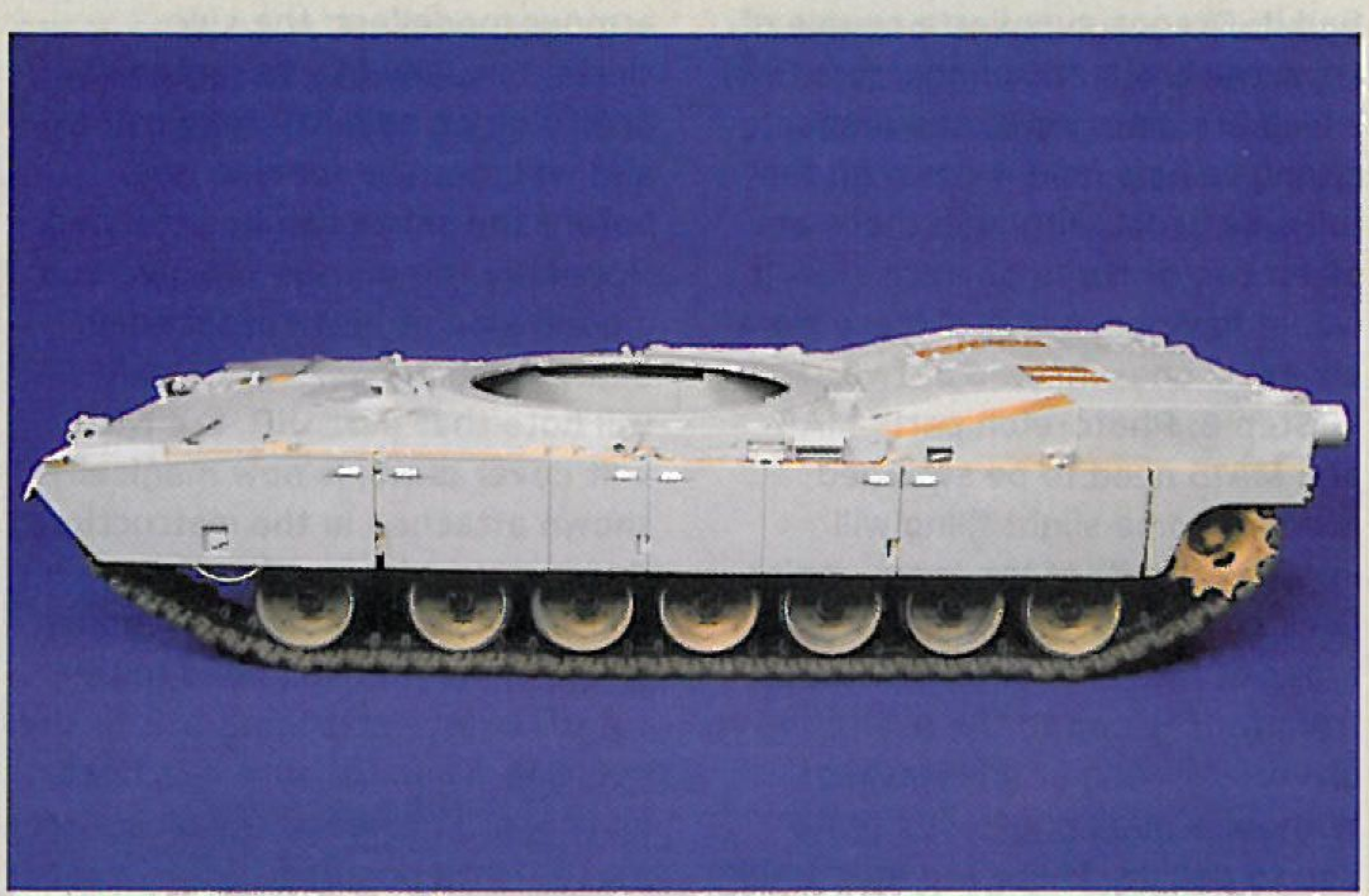
TURRET TROUBLES

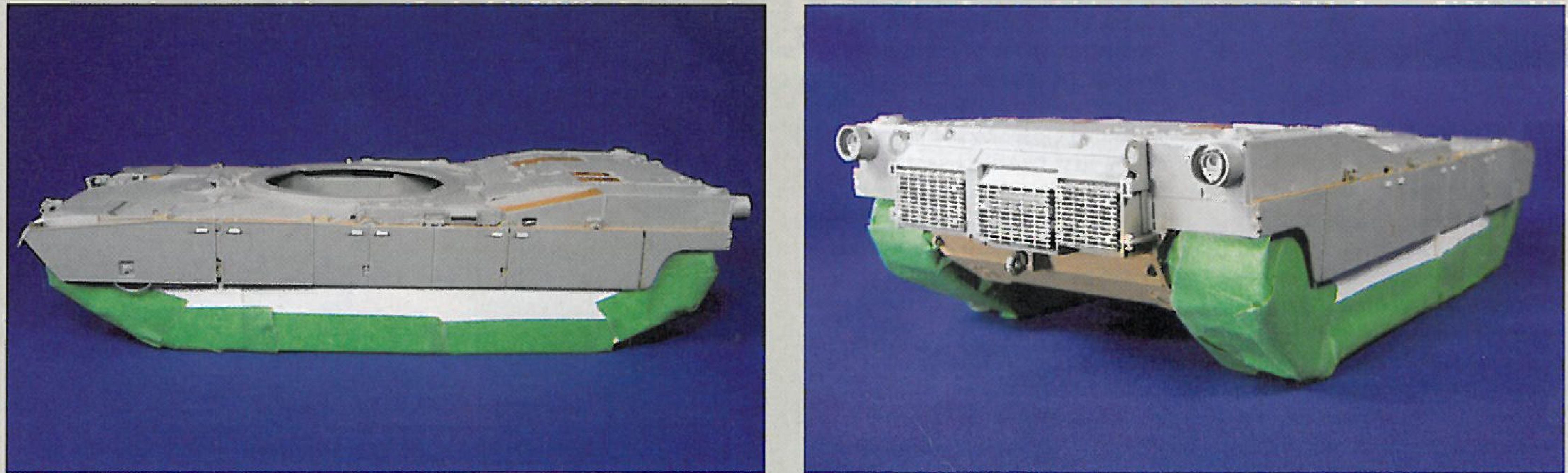
Step 11: You'll have to pay attention here, it's a confusing mish-mash of sub-assemblies: smoke grenade stowage boxes, side stowage boxes, Loader's gun and hatch, and Commander's .50 cal gun. If you opt to use the photo-etch parts for the ammo can holders, you'll find Dragon doesn't provide extra 7.62mm (.30 cal) or 12.7mm (.50 cal) ammo boxes to place in the holders; I had to raid the spares box for some. I spent a couple of minutes looking on the photo-etch sheets to find the 7.62 cradle, only to realize it is one of the pre-bent parts nestled in it's little plastic holder-D'oh! If one attaches parts P7 and P16 to the Commander's cupola first, the .50 cal gun can be popped in later and left to remain moveable. I added the wire that leads from the base of the mount to the cupola for fun. The parts numbers are wrong for the side stowage bins; M7 and M9 are for the left side, M6 and M8 are for the right. The bin lids are detailed on the inside, and can be attached in the open position, again, further diorama potential. I found that the .50 cal ammo cans (E4) didn't want to fit in the holders very well, it seems like the small tie-down loops (O7 and 8) are a little too thick, or the cans are slightly too wide. Dragon only illustrate the reinforced Loader's hatch, but the earlier hatch is also included as part M4.

Step 12: Another option step: ammo blow out panels with the circular shaped valves or the smooth ones. If you choose the covers with the valves, the hatch lock pin (Q5) is now in a new location, on the conduit cover Q8. Although the instructions show the proper removal of the pin on the loader's hatch, the new placement of N30 and Q4 should be farther back, towards the hatch hinge.

Step 13: More options to choose from. R2, 3 and 4 are parts for the BFT (Blue Force Tracker) antenna, a subsystem of the GPS enabled FBCB2 (Force XXI Battle


The assembled, painted and weathered tracks are slipped on to the pre-painted lower hull. The inner halves of the road wheels were first painted black; the centres were masked with small self-stick round labels to protect the cementing surface. The support arms for the side skirts have been already attached.


Followed by the side skirts. All contact areas for the cement/glue were previously masked off for a good bond. The small white plastic strips represent the stamped data plates on the skirts, which are strangely shown in place in the instruction sheet illustrations, but are not present on the skirts. The clear plastic hubs have also been added.


The running gear is now masked off with strips of index card and low-tack painter's tape. This will stay on for the majority of the finishing steps.

Command, Brigade and Below) Sat COM system. You can choose to use the plastic tow cable, or the provided wire rope. I found that by annealing the wire, it became even easier to bend. A length of 75.5mm seems to work well. I wasn't too keen on the photo-etch holders for the rear tow cable eye; I cut of the end eye from the plastic cable and drilled them out for the wire. I also mounted them on .030x.100 blocks to move them out from the turret side a bit. When I build this kit again, I'll mount O3 (the 'T' shaped front cable supports) up a little higher, they sit too low. This is the first Abrams (or other modern vehicle kit I believe), which provides the proper antenna mounts for the SINCGARS radio system.

BINS AND RACKS

Step 14: Attachment of the side stowage bins and smoke grenade boxes built back in step 11. Just have to watch the alignment here, so the stowage bins stay parallel with the turret roof.

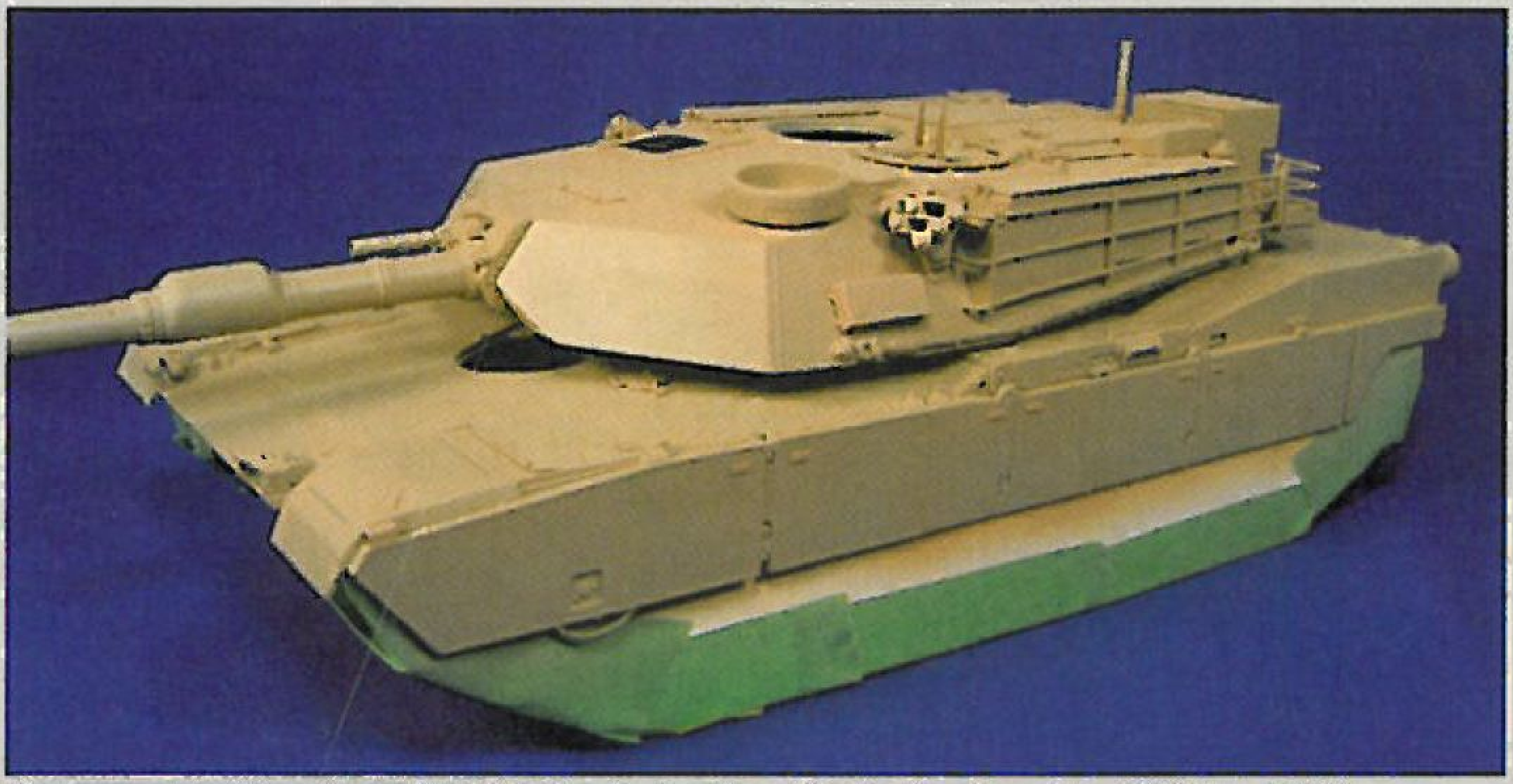
Step 15: The main assembly here is the rear turret stowage bin and side rails. I found it easier to do the clean up of the parts while they were still on the sprue. My method to assemble the rear bin was to first attach N14 and N15 to O19, then O1, followed by N16 and 17. The photo-etch bin floor parts fit perfectly. The vehicle smoke grenade launchers are the most accurate in shape I have seen, and Dragon has seen fit to include two types of grenades to install if you so choose. If no grenade heads are inserted, I would suggest boring out the holes a little to improve their appearance.

Step 16: Assembly of the photo-etch BRE (Bustle Rack Extension) and jerry can rack. These are only used on 1-64 vehicles, the first decal option. Unfortunately Dragon only provide one jerry can rack, I understand there should be another one for the right side of the turret as well. As I did not need them for my particular tank, I haven't put them together, but Internet discussion group reports are favourable - just make sure the etched lines are on the outside of the bends. There are sidebar steps to build the jerry cans (three POL and three water) and the ammo cans used for storage, all of which are very nicely moulded and detailed.

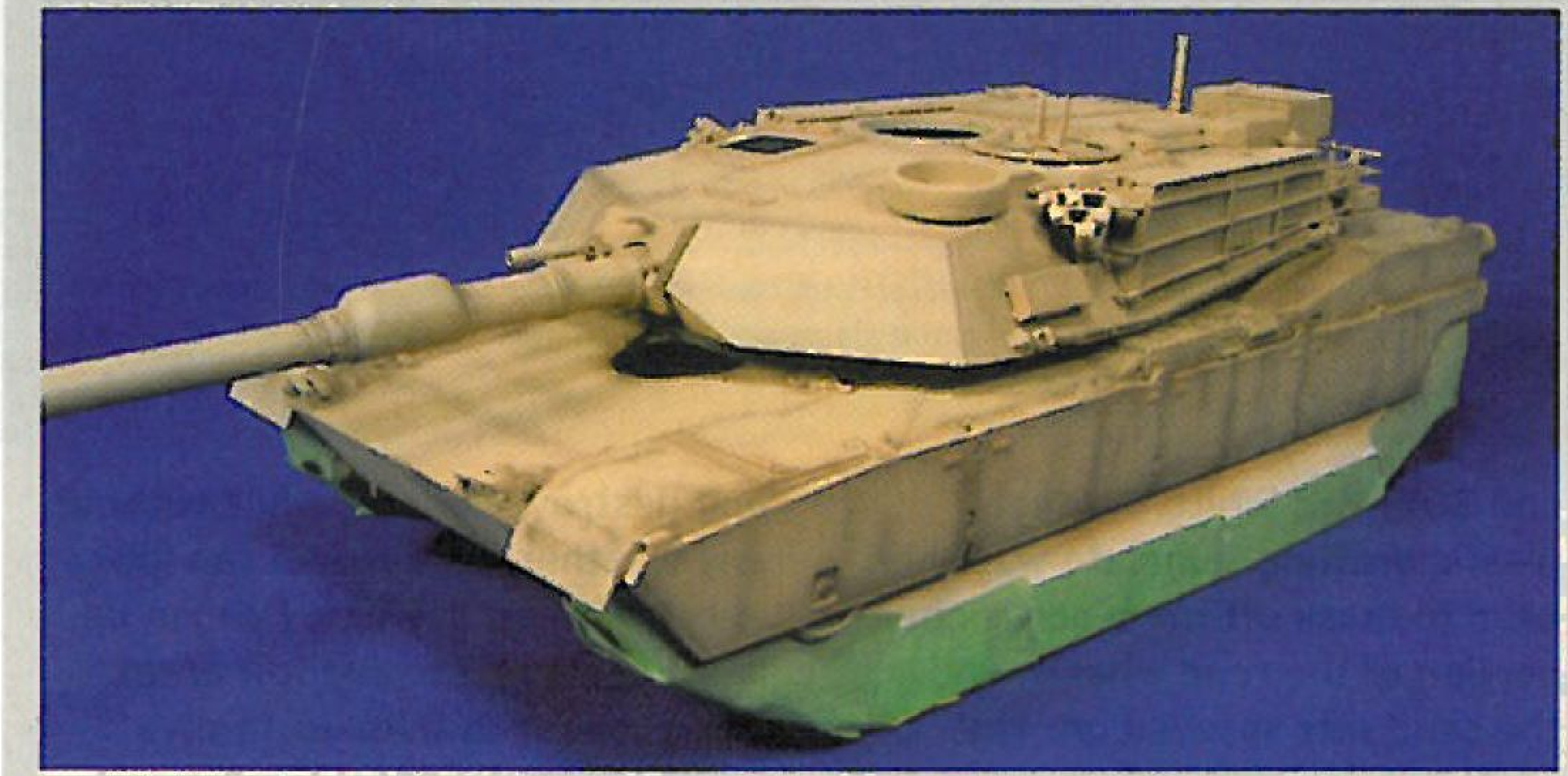
Step 17, 18 and 19: Basically dealing with final assembly and addition of accessory parts. The kit includes some accurate MRE boxes with sleeves printed on thick brown paper, POL (Petroleum, Oil, Lubricant) drip pans, exhaust deflector, and a very nice tow bar. I built the unique rear stowage box (which I believe is a spare stowage box from a HEMMT truck), from .030" styrene sheet, approximating the measurement of 10x10x20mm).

PAINTING AND WEATHERING

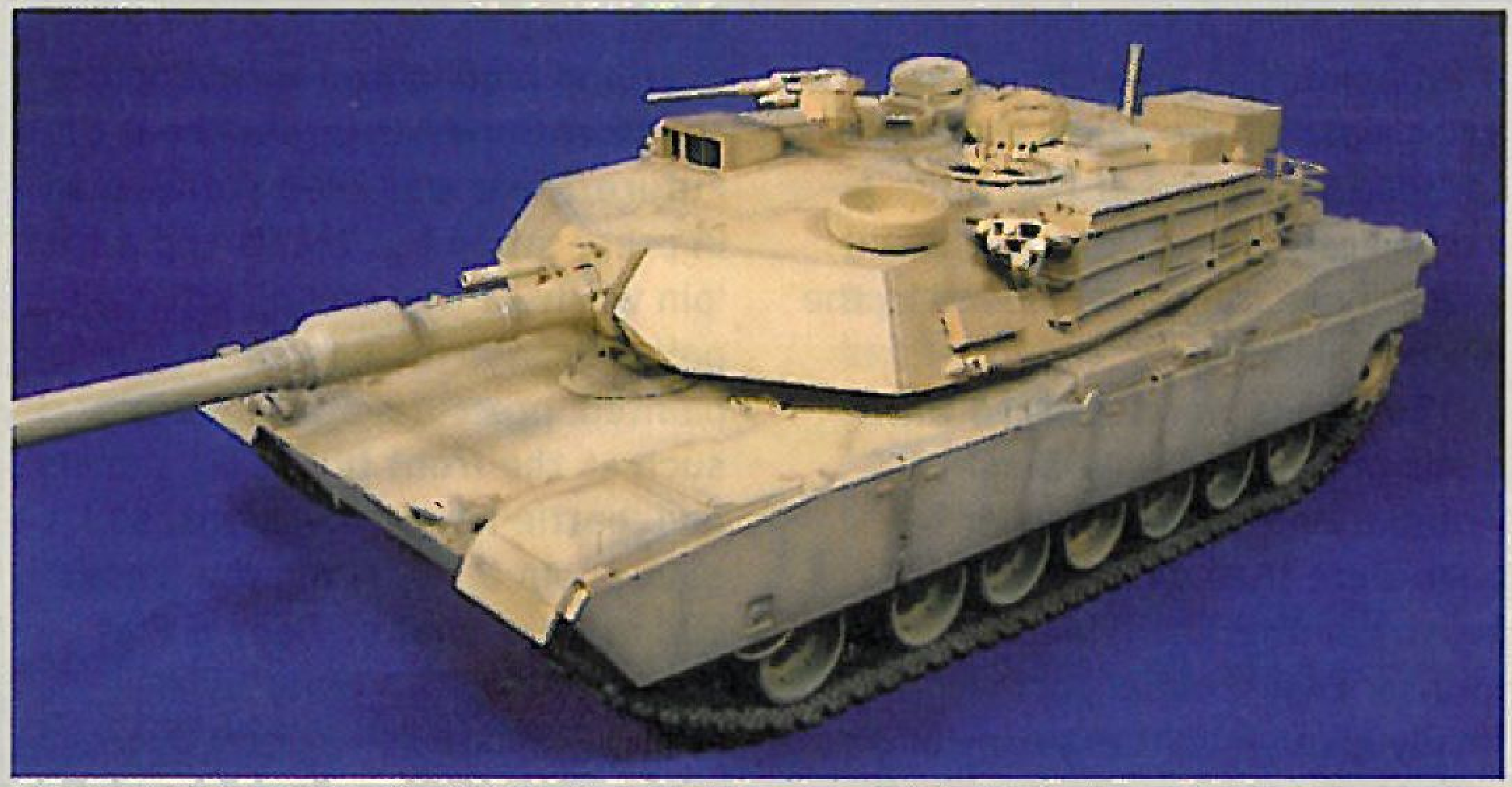
As I noted earlier, I tend to finish the running gear first so the side skirts can be added before the entire model is painted. The road wheels and idlers were first sprayed with a black lacquer. The main base colour-CARC Sand-was mixed up using Tamiya acrylic paints. I used about 40% XF-59 Desert Yellow, 30% XF-57 Buff ▶



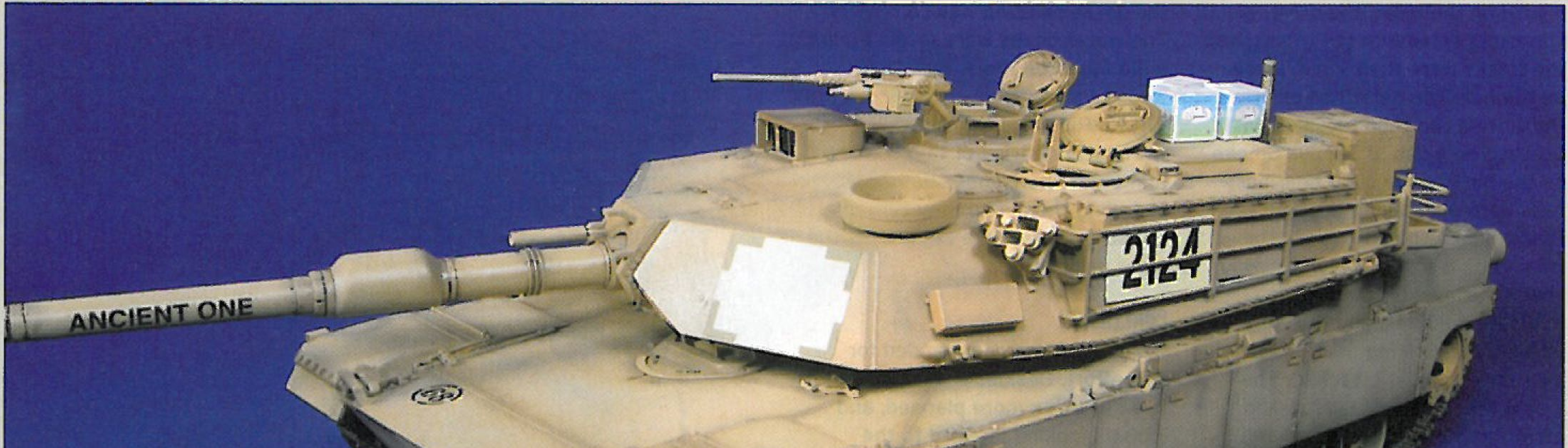
The base coat of Sand is applied. This is mixed up from Tamiya Acrylic paints, 40% Desert Yellow, 30% Buff and 30% White.



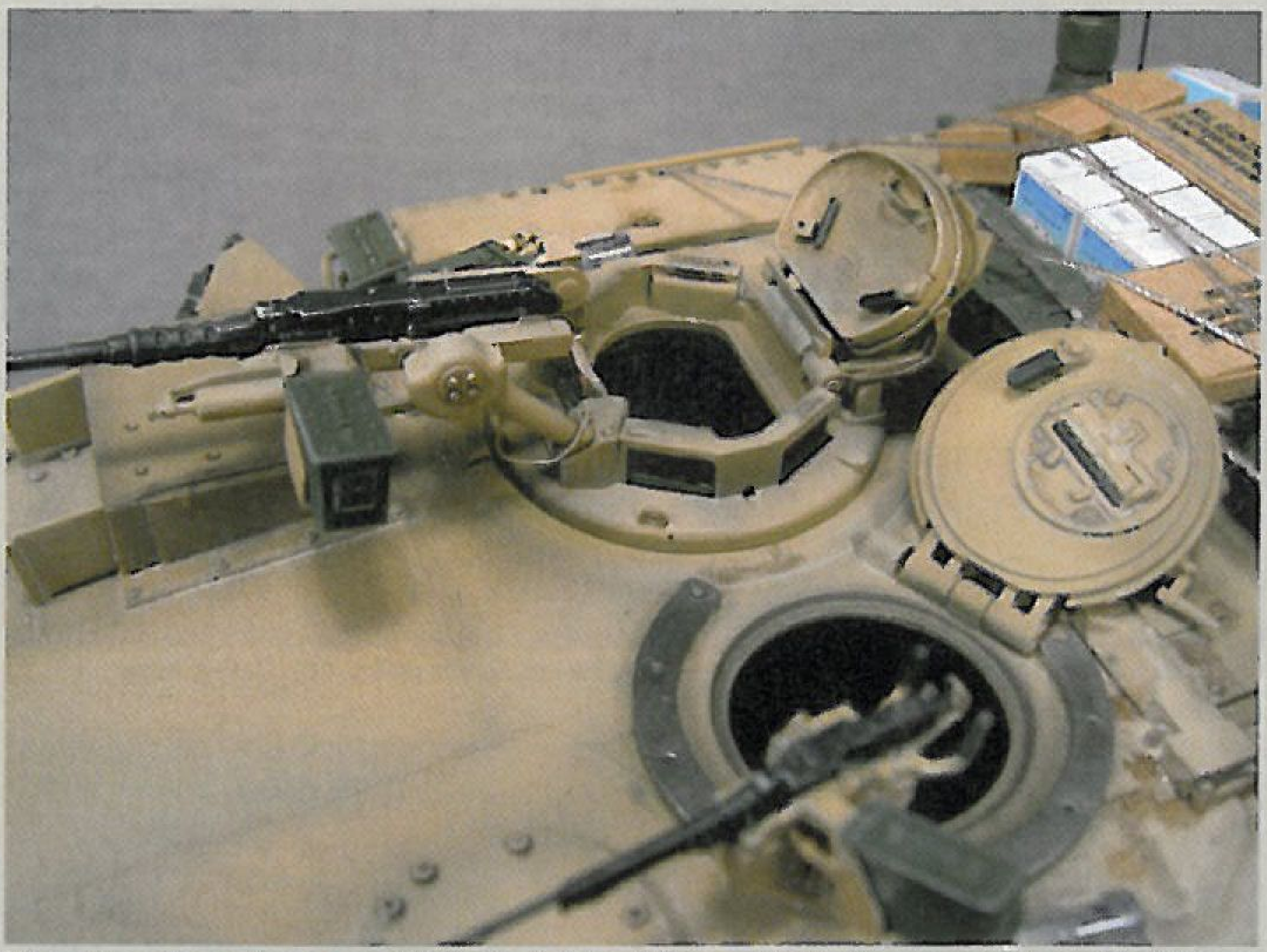
An application of thinned Tamiya Smoke plus a couple of drops of Gloss Black is used to 'post shade' the base coat.



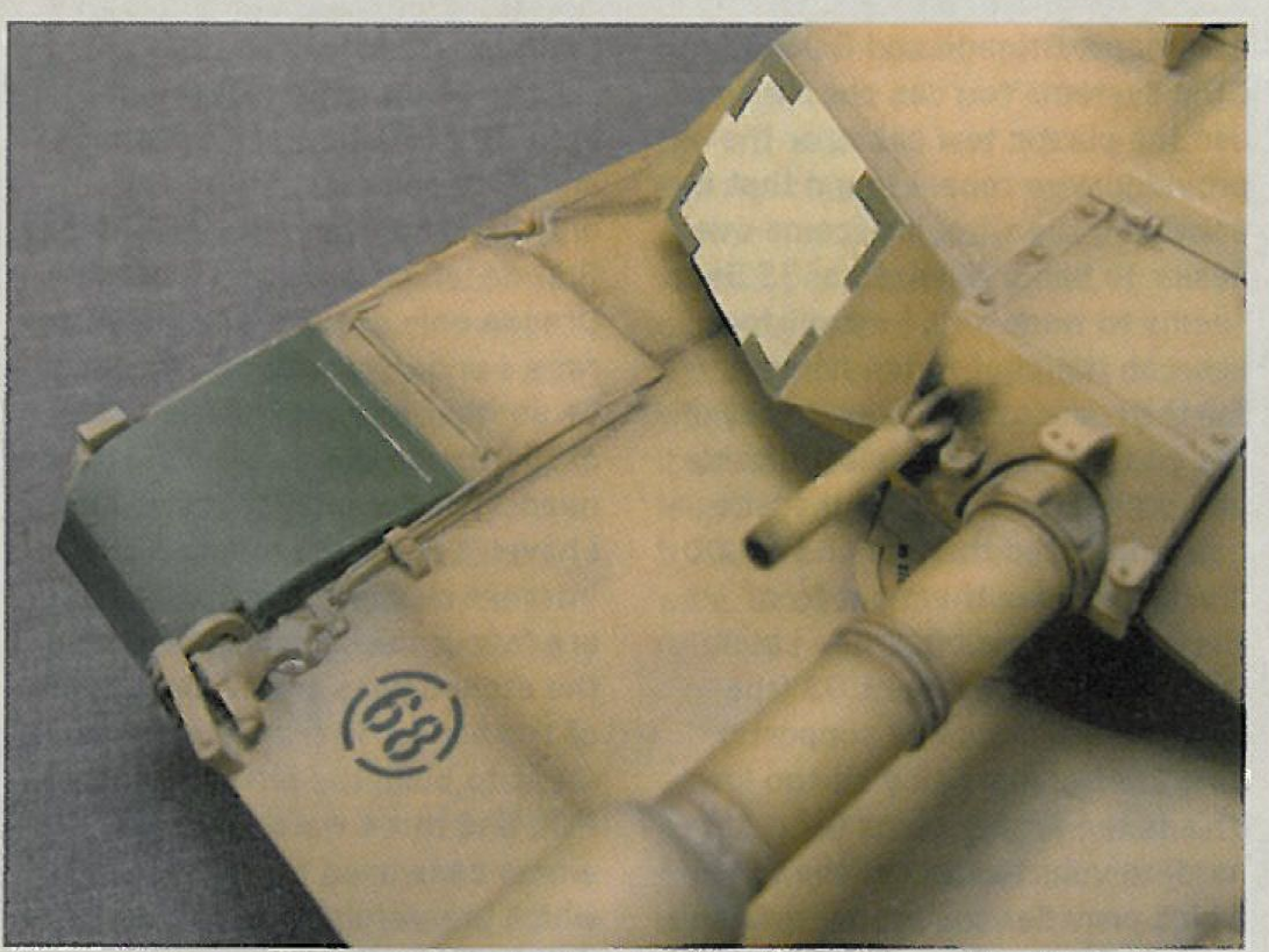
Followed by highlighting with a lighter shade of the base coat. This can also be used as an overspray to lessen the effect of the post-shade in some areas and create a bit of a bleaching effect. A coat of Future readies the surface for decals and additional weathering.



The decals and pre-cut markings are applied. I had just printed out the water bottle boxes and wanted to see what they looked like. The file was found on the 'Armourama' Web Site.



The author was very impressed with the level of detail incorporated in the commanders cupola, right down to the tiny casting numbers on the periscope covers!



Close-up of the smooth style front fender that the author 'borrowed' from Dragon's Panther II mine clearing vehicle. The number 68 is the NATO bridge classification weight in tons.

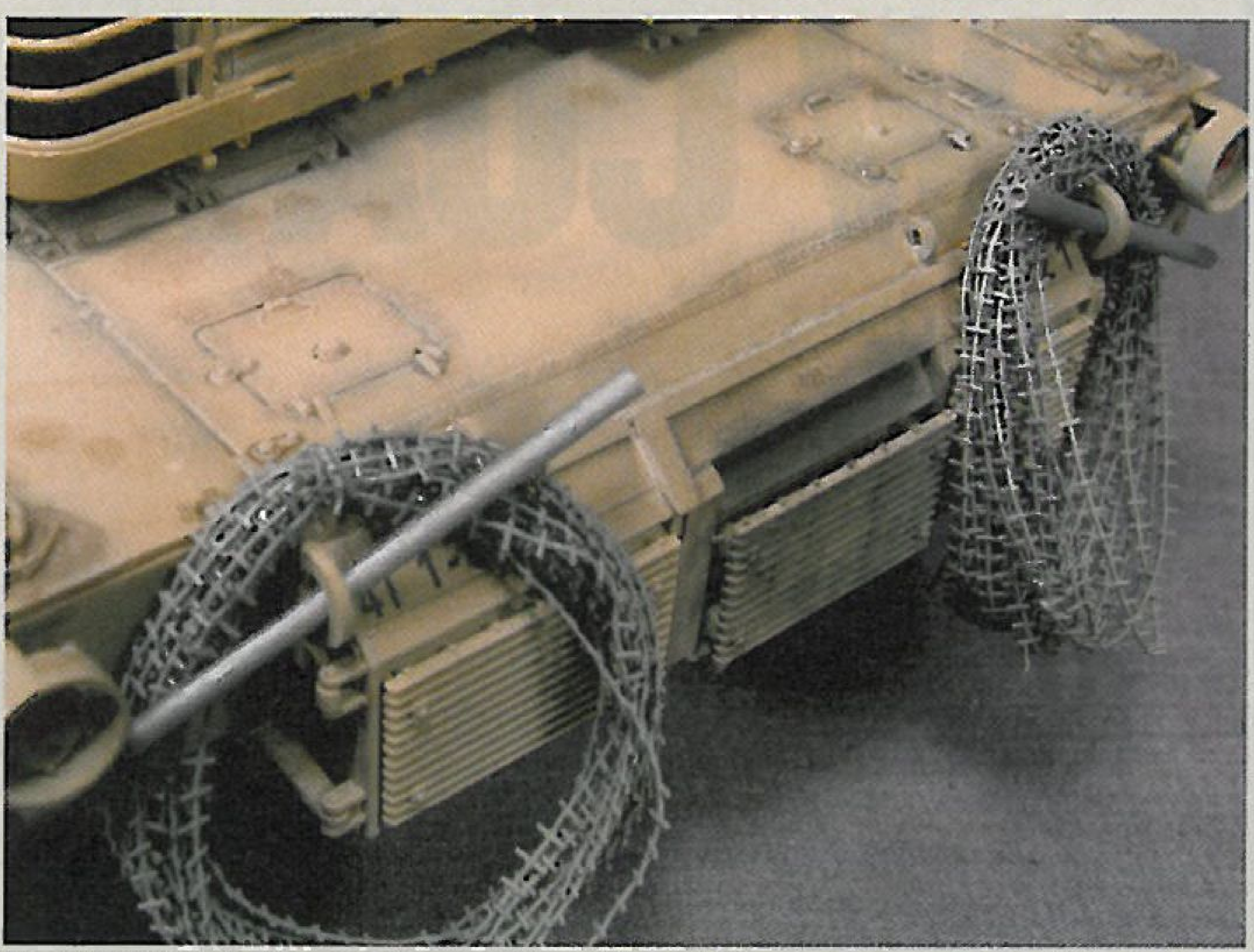
◀ and 30% X-2 White. A green plastic drafting template was then used to mask off the black rubber portion of the road wheels, and the sand was sprayed on. The inner parts of the wheels were also masked with round labels to protect the attachment areas from paint. The lower hull and inner sides of the skirts were also sprayed with sand at this time. A basic wash of raw umber oil paint and thinner was then applied to the lower hull sides.

The tracks were sprayed with a mix of Floquil Grimy Black and Antique Bronze. The rubber track pads were then picked out by brush painting them Model Master Interior Black. Metal parts were finally given a light dry brushing with Model Master Steel, and given a brown acrylic wash. The inner halves of the road wheels were placed on the axles, the drive sprockets fitted into the tracks, and the tracks were then slid in place on the hull. The outer halves of the wheels can then be glued on. I brushed on a dab of Tamiya Smoke on the back of the clear bearing caps before installing them on the road wheels. The purpose of the clear caps is for the crew to easily check the level of the bearing lubricating fluid behind the caps.

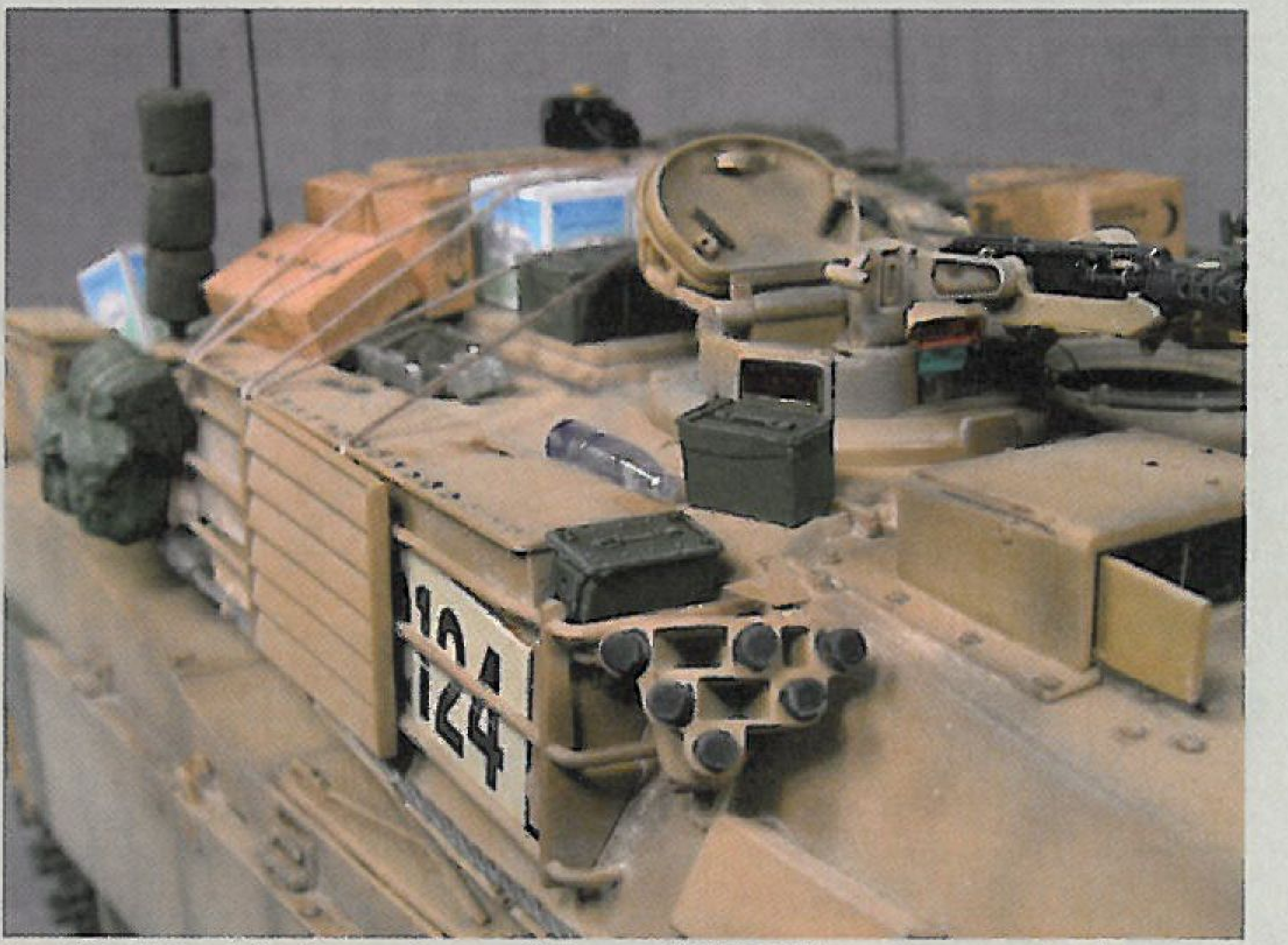
Once the running gear is on, the side skirts can be attached. The tracks and wheels were masked off with strips of index card and painter's masking tape. I used the same Tamiya sand mix made up earlier, and base coated the entire model. Sand is almost as bad as plain white to try and weather; an overall dark wash can easily stain and destroy the look, while without any weathering, a model can look very plain and toy-like. I ended up 'post-shading' the shadow areas and edges with thinned Tamiya Smoke with a couple of drops of Tamiya Gloss Black (airbrushed at about 20 psi). After that, I went over and highlighted with a lighter shade of Sand. An overall coat of Future/Klear was then sprayed on in preparation for decals and a thin 'pin wash' of raw umber artist oil paint. Dragon include some pre-painted, pre-cut self-stick items such as the front turret IFF panels and 'battle board' call signs, so I gave them a try. When the decals had dried, a coat of Polly-S Flat Coat reduced the gloss of the Future. I dusted things up good with an application of tan and sand coloured pigments. Stowage was then painted and added, and all the detail painting was completed. The water boxes were printed from a file found on the Armourama website made by member Marcelo 'Urutu' Ribeiro. I experimented with putting strips of thin coloured film on the periscopes before installing them, and they turned out so-so. Next time I might try the clear paint route.

CONCLUSION

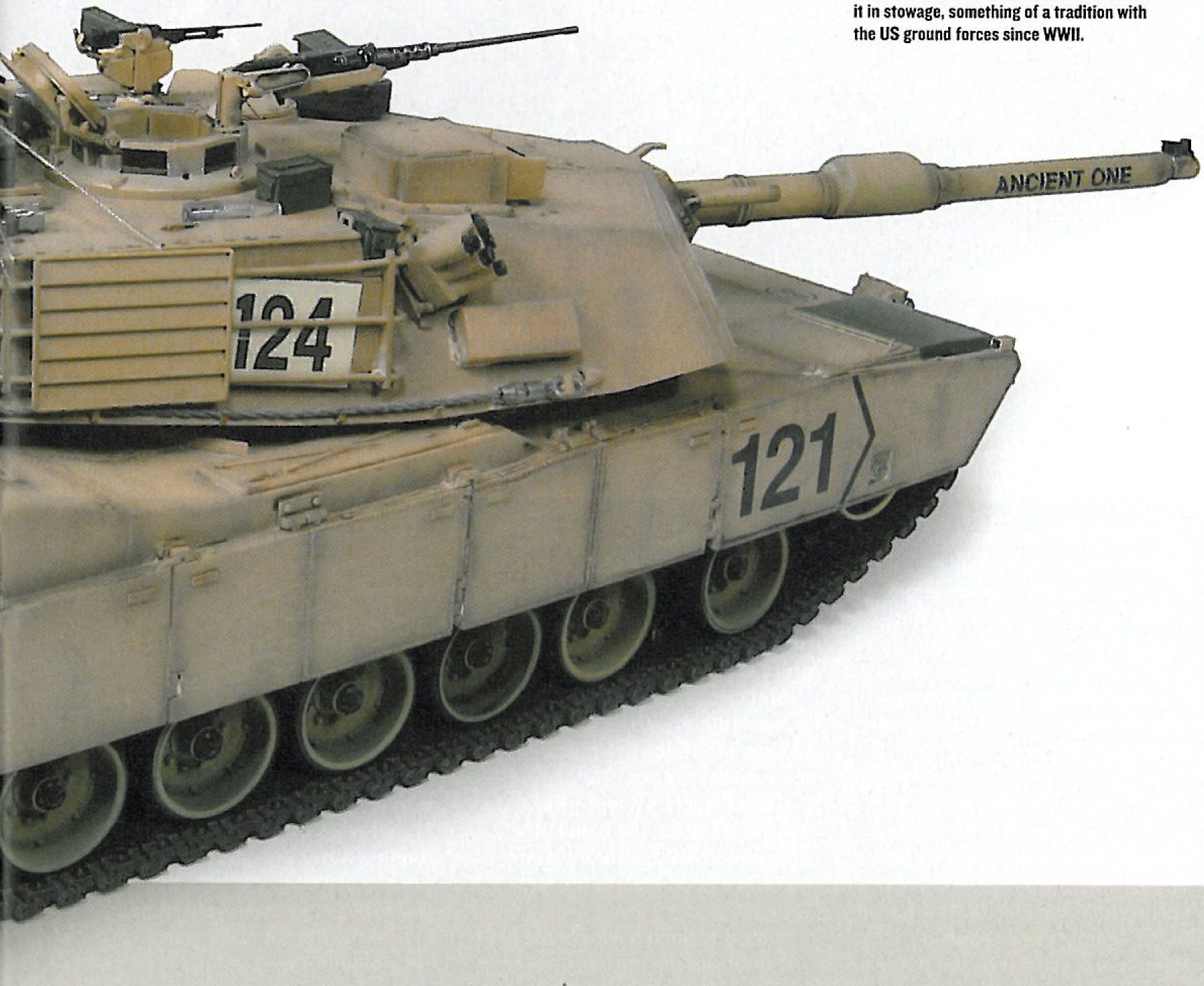
Dragon is to be commended for this effort. Besides this build, I've got three more planned, and am still looking forward to the announced release of the M1A2 SEP version. Hopefully a USMC version won't be too far behind. Now what to do with all those other Company's kits in my stash? ■



The roll of Razor wire stowed on the rear of the vehicle would be used when setting up vehicle check points whilst these vehicles are out on patrol.



One of the distinguishing features between US Army and USMC MIAIs are the pattern of smoke dischargers, the Army version uses the British designed one as seen on the Chieftain MBT.



You can't build an Abrams without covering it in stowage, something of a tradition with the US ground forces since WWII.

Modelspec

Dragon Models Ltd. 1:35 M1A1 AIM **Kit No. 3535**

Materials

Injection moulded gray styrene, clear styrene, 'DS' styrene for machine guns and ammo belts.
Bag of 'Magic Track' individually moulded styrene track links.
Etched brass sheets.
Turned aluminium barrel.
Pre-formed wire and metal parts.
Wire tow cable.
Pre-painted, pre-cut self-stick marking options.
Water-slide decal sheet, with smaller errata sheet.

Paints used

Tamiya XF-59 Desert Yellow, XF-57 Buff, X-2 White, X-19 Smoke, X-1 Black.
Humbrol enamels for detail painting and stowage.
Polly-S Clear Flat acrylic finish.

Accessories

Tamiya Modern US Military Equipment Set No.266

References

Special Ops, Journal of the Elite Forces & SWAT Units Vol.30. Concord Publications, 2004.
ISBN 962-361-095-5
M1 Abrams, Yves Debay, Histoire and Collections, 2006. ISBN 2-915239-71-1

✓ Accurate, well detailed makes this best Abrams kit to date, with plenty of options and accessories.

✗ Smaller, fiddly bits and individual track links may turn off less-experienced modellers; not a beginner kit.

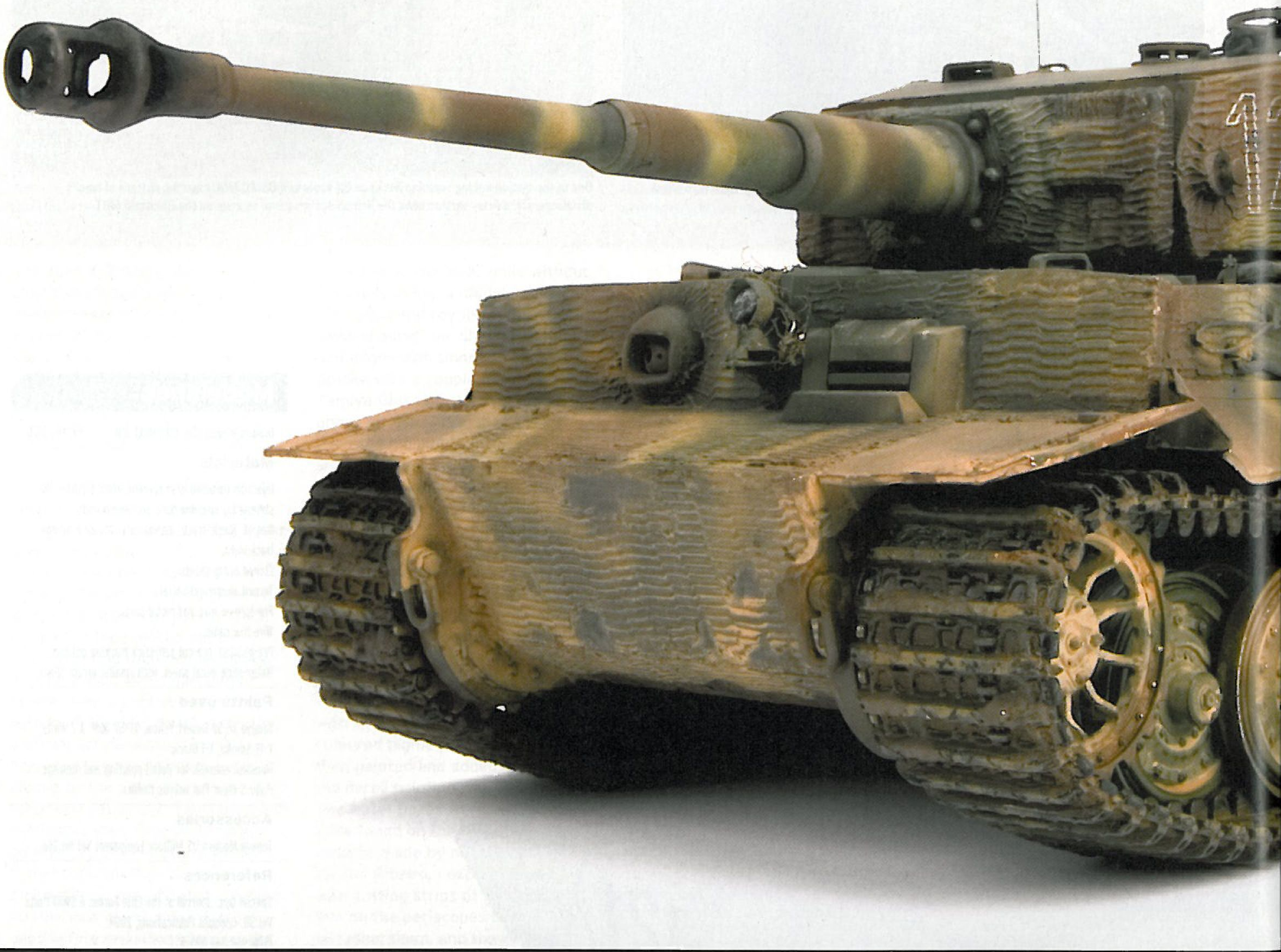
Available from

All good model shops

Rating ●●●●●●●●●○

THE CAT'S NEW COAT

Pete Usher builds AFV Club's late Tiger I and describes how he achieved the realistic zimmerit effect.



A few months ago, I built Dragon's late version Tiger I for TMMI, so when the editor asked if I would like to build AFV's new Tiger kit I was more than pleased to test drive their latest offering. The first thing that struck me was the room in the box, compared to Dragon kits that sometimes resemble a sprue jack-in-the box. But don't let this put you off, on examining the sprues the detail looks good. With parts moulded together in one piece compared to ten tiny bits for no real reason which is what can happen in some of the Dragon kits. So what do you get? Well there's a turned aluminium barrel, a small etched brass fret containing the engine grilles, some excellent looking rubber tracks and the usual plastic sprues. I also had a detail set from an Australian company called Voyager, which I would use selected parts from.

As this was a late Tiger serving in Normandy the zimmerit anti-mine paste needed to be applied to all horizontal surfaces. I use Wickes (the builders merchants) Forget Nails which is a PVA based fixing agent - I've tried using Milliput and solvent based putty's but after some mixed results I developed this quick and easy process. The whole tank can be completed in an hour!

Step 1 Remove any raised detail that will affect the Zimmerit process.

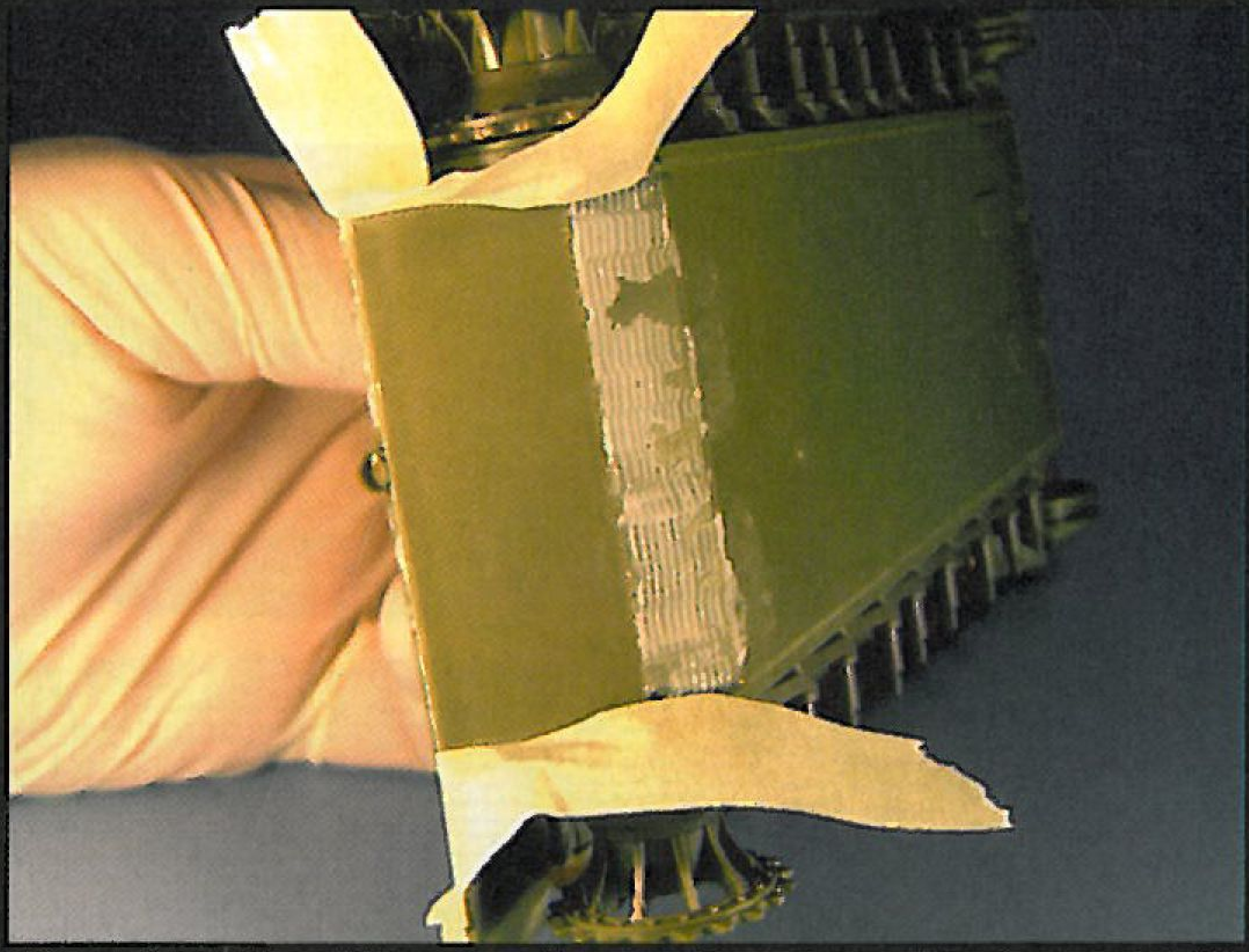
Step 2 Use Tamiya masking tape to mask off any areas you're trying to keep clean, for example behind the exhaust stacks.

Step 3 Apply solvent free 'Forget Nails' to one panel at a time quite thinly, wearing a latex glove is a good idea to protect your skin.

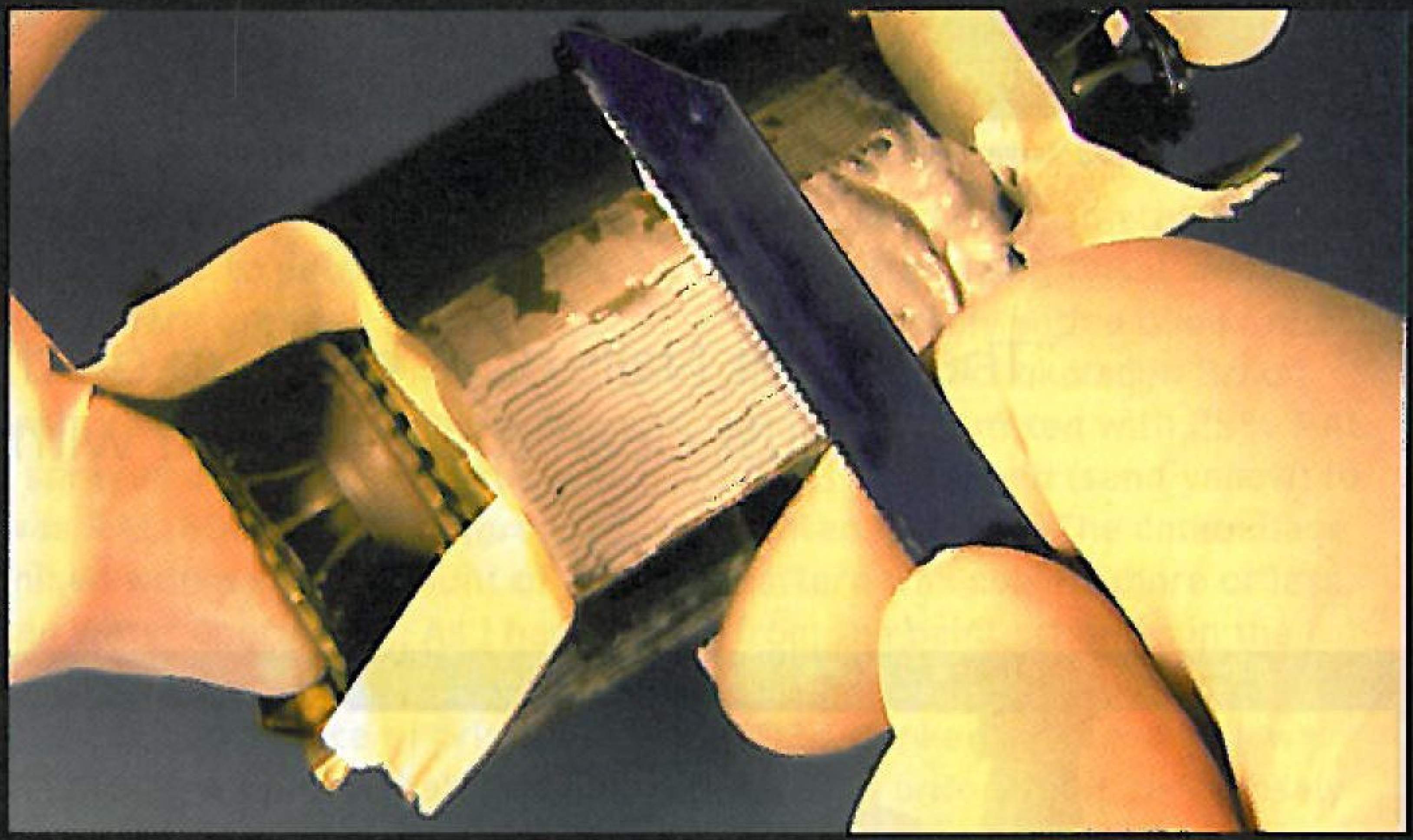
Step 4 Place a hacksaw blade or zimmerit tool on the area, no need to press down too hard, then start working your way across the panel moving approx 4mm then moving the blade down a fraction so as not to give a continuous line across the panel and so on. The Forget Nails does build-up on the back of the blade but just clean the excess off with a damp cloth.

Step 5 Check the panel to see how it looks and if you're unhappy with it you can simply wash the Forget Nails off the panel with cold running water and start again. A word of warning, you only have a few minutes to make your mind up before the Forget Nails starts to set, so don't take too long.

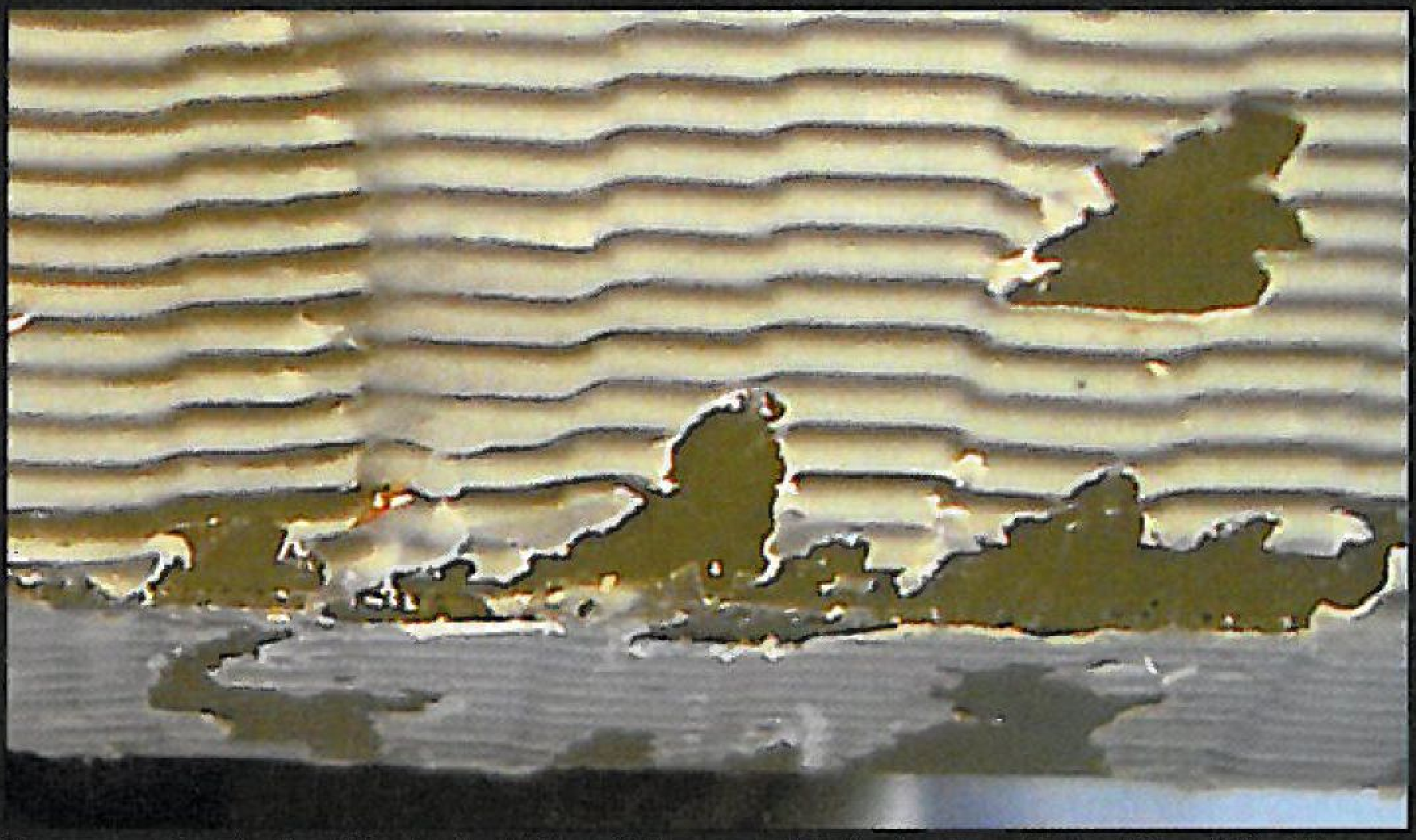
Step 6 The Forget Nails can be



Prior to appling the 'Forget Nails' any areas adjasent to surfaces to be covered have been protected with masking tape.



Using a small jig saw blade the pattern in scraped into the wet Forget Nails, making sure the excess glue is cleaned from the back of the blade every couple of strokes.



Damage can be simulated by simply picking off the areas with the tip of a scalpel or Micro Chiesel for instance.

chipped off and weathered for a realistic battle damaged look after a couple of hours.

SUSPENSION

Construction starts in the normal way with the suspension and road wheels. AFV Club have done a superb job of casting individual working suspension arms. Ideal if you wanted to put this kit on top of some uneven groundwork, as the fitted wheels move smoothly under the resistance of the torsion rod.

The main build of the kit was a bit of a mixed bag. Some parts had some of the best fit and finish I've seen, whilst others had poor fitment and gaps. If the gap is very small, I used one of the sticks of Milliput superfine. I don't mix the putty, just use one of the sticks and simply push the putty into the gap and rub off the excess with a wet finger, job done.

TOOLS

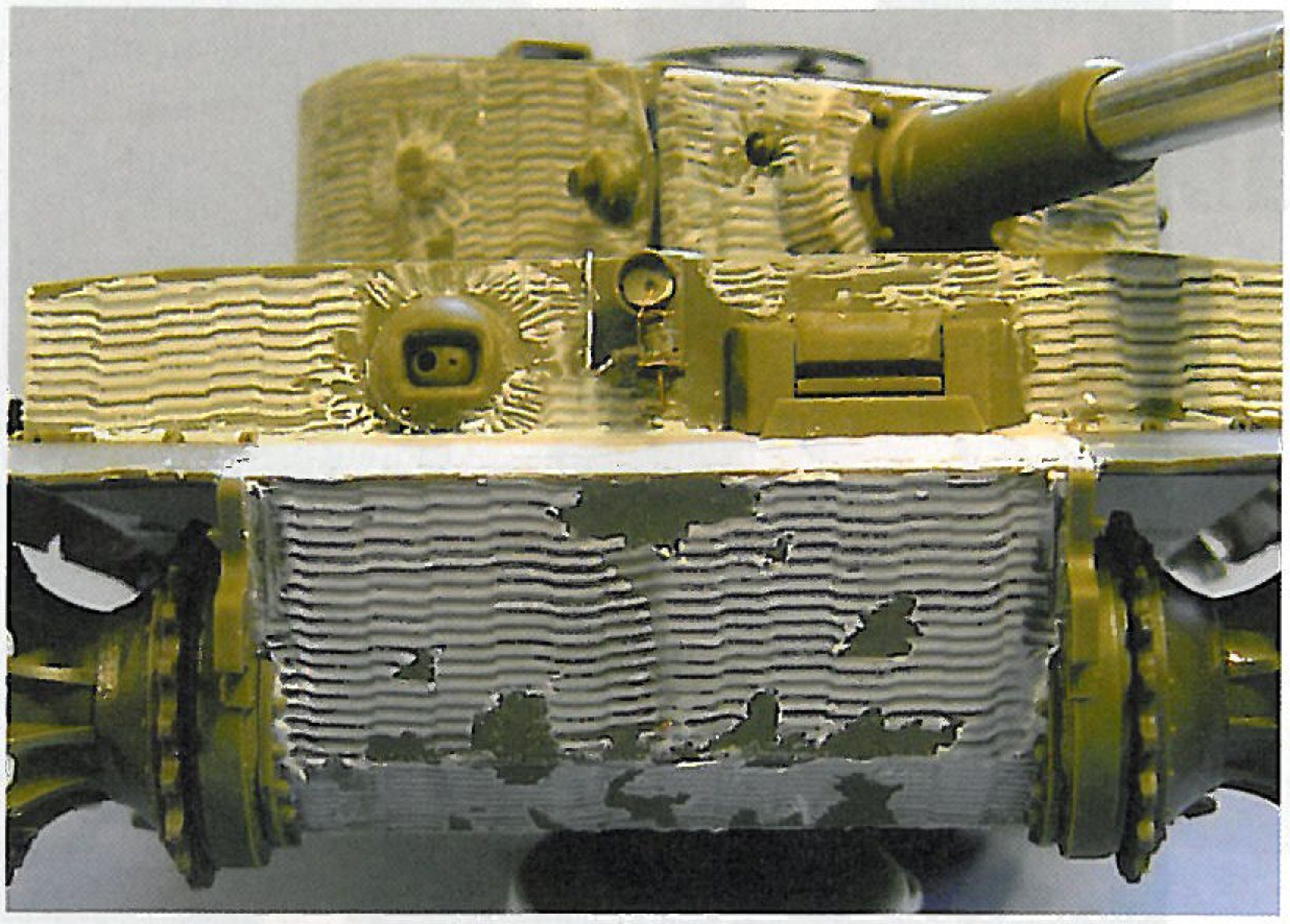
Some of the Tiger tools had the same feel about them as the fit and finish, for example, the jack holder on the rear of the vehicle and the aerial base are beautifully crafted with tiny wing nuts moulded on whereas the shovel handle looked like it was crafted from marshmallow. I got over the tooling problem by either using parts out of the spare box or leaving them off. By this time in the war replacement tools and parts were in very short supply and would often be missing completely.

CABLES

The quality of the plastic track cable on the side of the Tiger is good but I thought it could be improved and decided to make my own to go in the etched brackets supplied in the Voyager set. To make the cable I first gathered 6, one metre lengths of thin brass wire and secured them into a clamp onto my workbench. The other ends were held in my motor tool then slowly twisted to make the cable. The eyes of the cable were cut off from the plastic cable part and super glued onto the zimmerit surface. The twisted cable was then fed back and forth three times through the cable brackets then glued to the cable eyes. For the towing cables, which are mounted on the hull decking either side of the turret and are much thicker than the track cable, for these I used brass picture hanging wire.

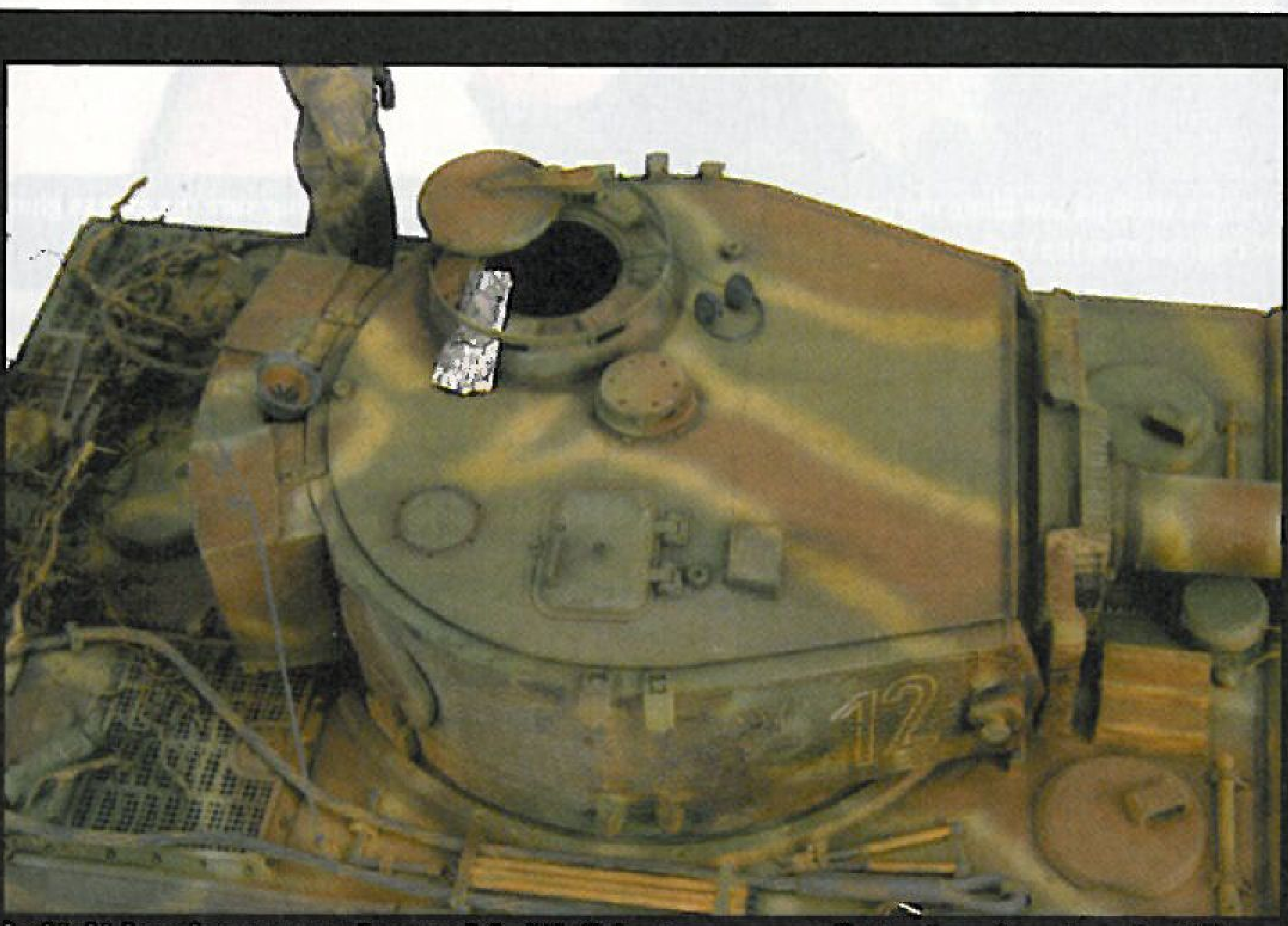
ETCHED PARTS

I've never used any of the Voyager etched brass detailing sets ▶

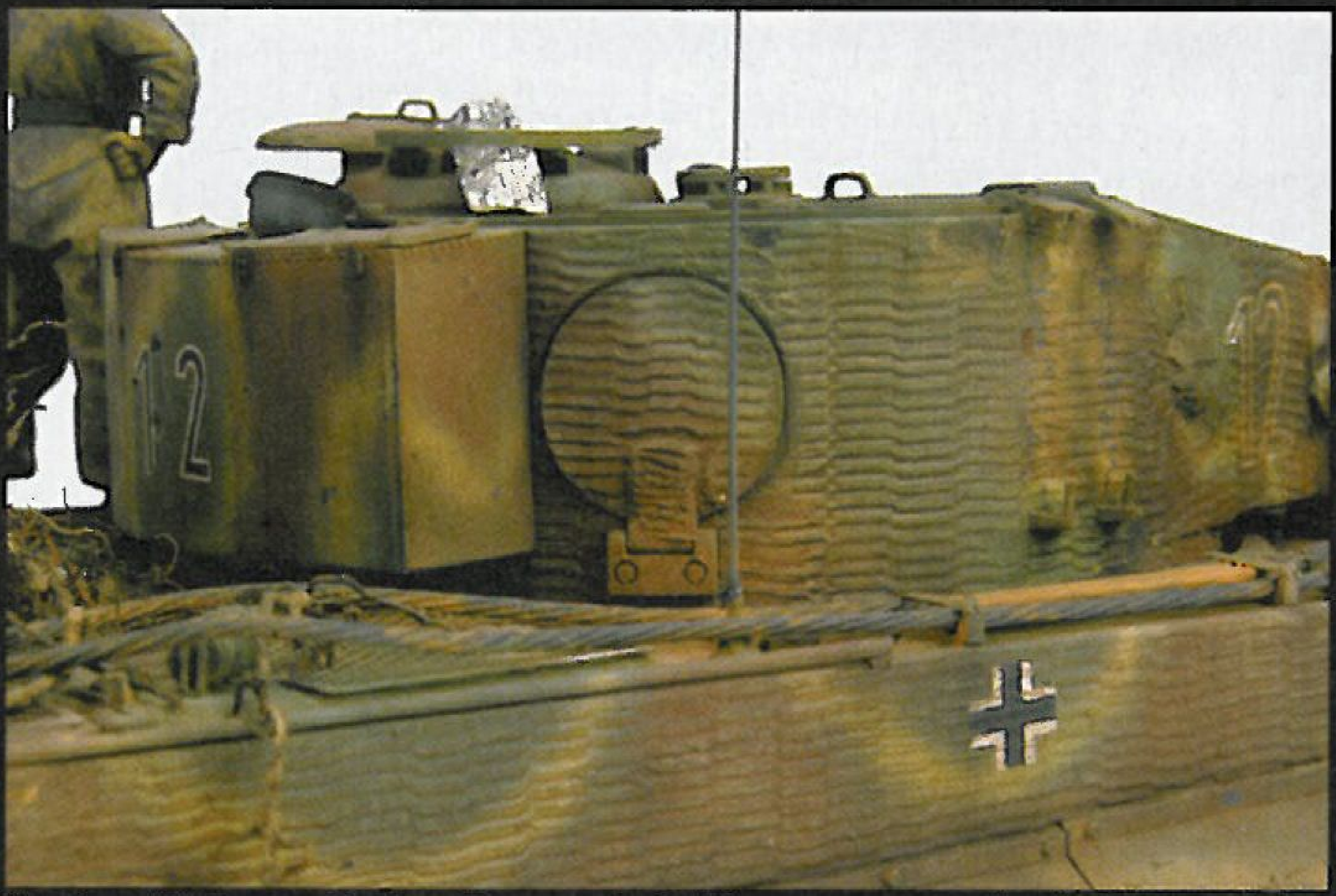


With a little practice the 'Forget nails' gives a nice scale thickness zimmerit and is easy to add battle damage too.

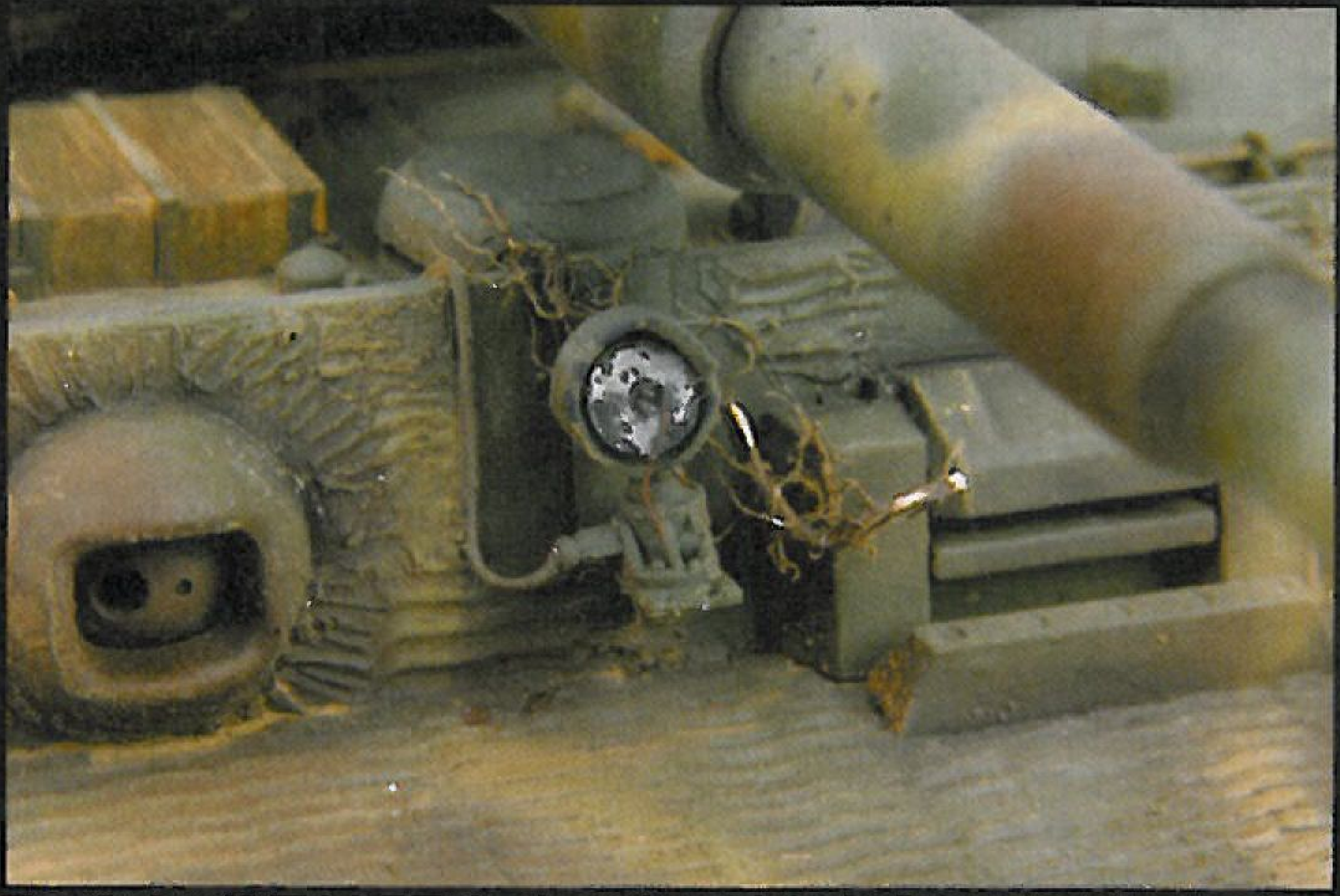
> "The Forget Nails does build up on the back of the blade but just clean the excess off with a damp cloth"



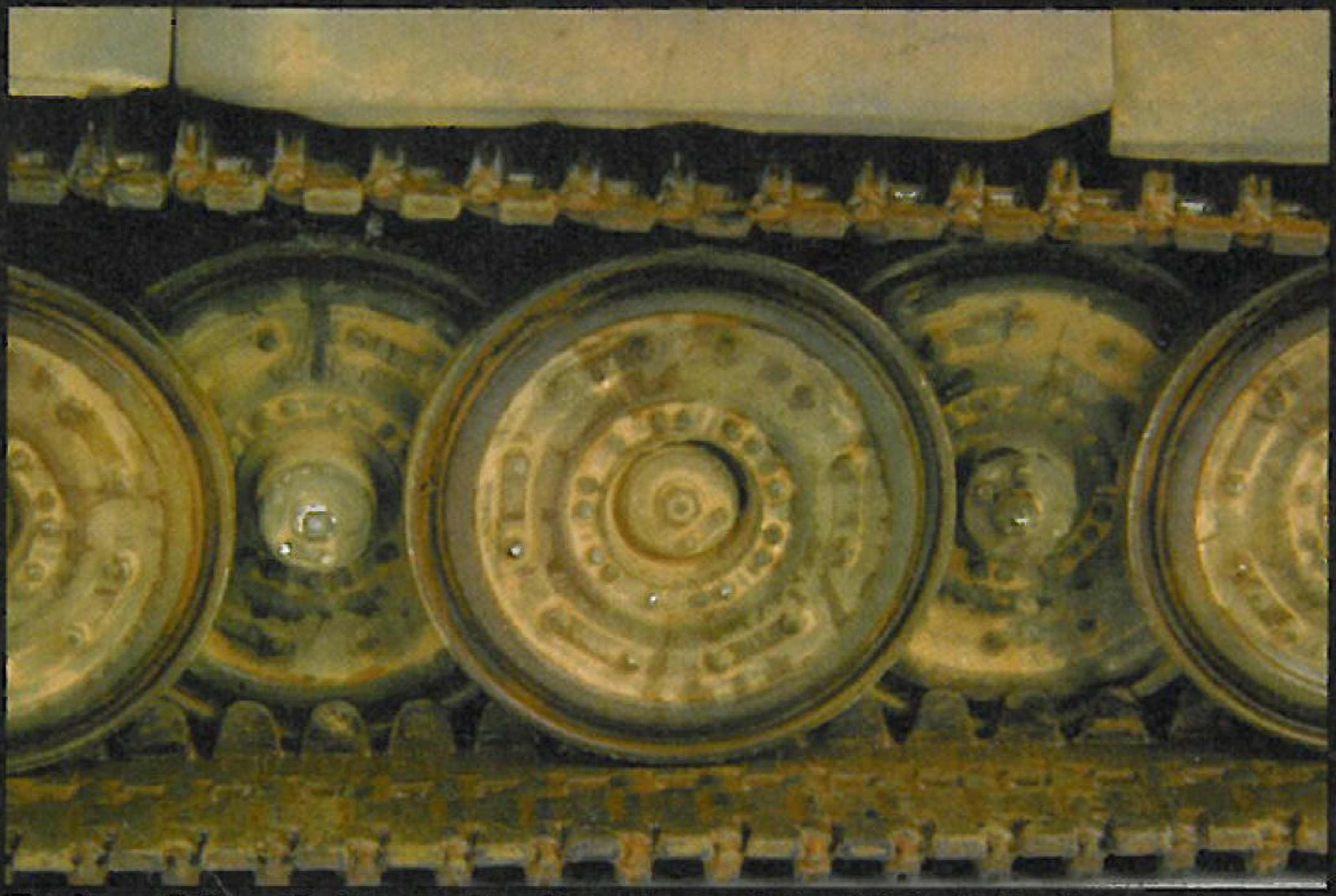
In this high angle we can see how good the Life Color german camouflage colours have turned out. These colours are available as a set from The Airbrush Company and Cammett in the UK.



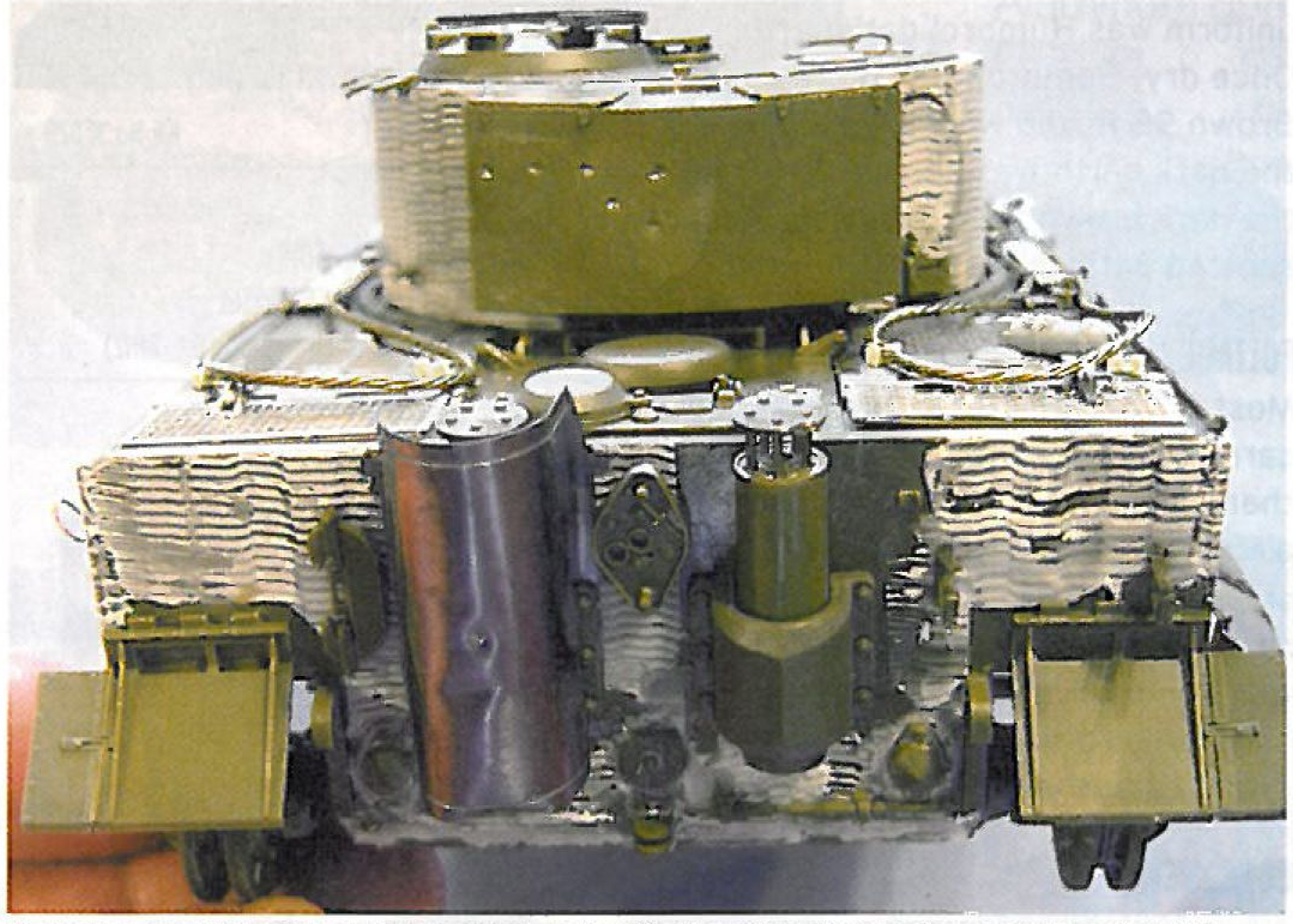
The zimmerit looks very effective under a coat of paint. There are many ways of replicating zimmerit, but this is one the is the quickest and easiest the author has tried so far.



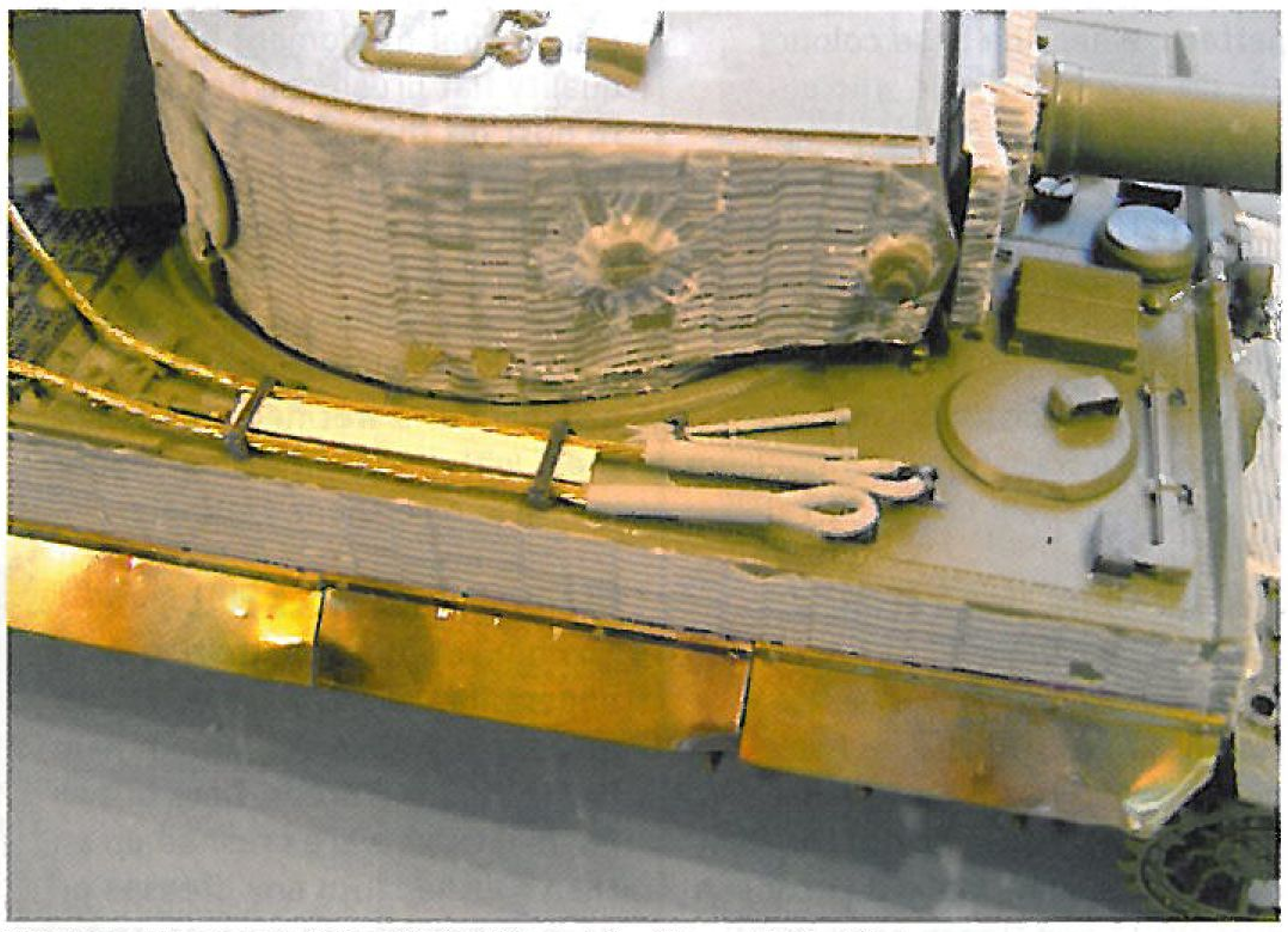
The author has added little individual touches, such as the broken headlight and trapped branch made from a piece of plant root.



The ultra realistic weathering was achieved by mixing a paste from Mig Productions European dust, beach Sand and white spirit. Once dry the excess was dusted off with a large flat brush.



By denting one of the etched ehaust covers and leaving the other off helps to convey the action this vehicle may have seen whilst fighting in Normandy.



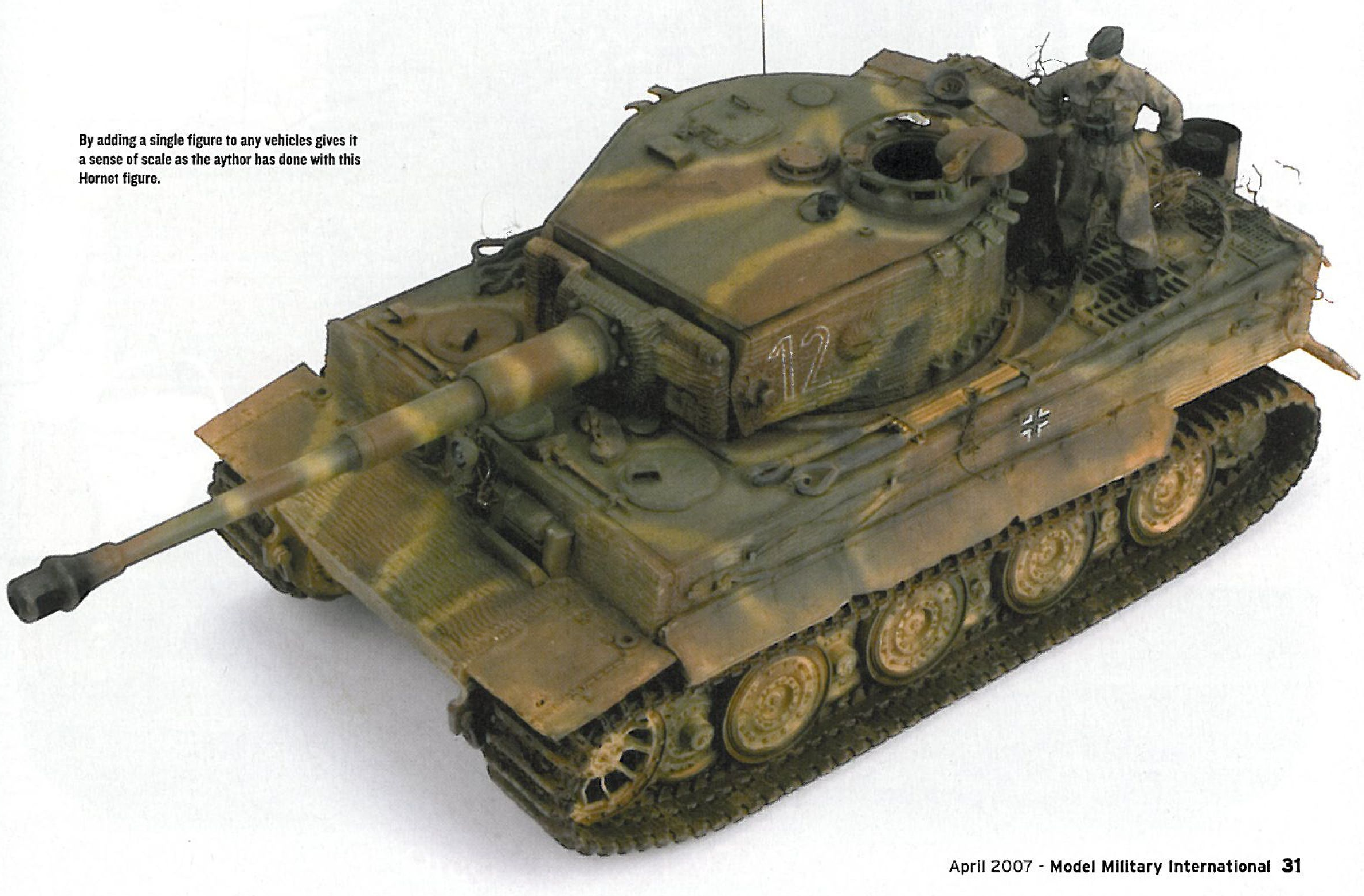
New tow cables were made by spinning fine strands of brass wire together.

before, but I can honestly say I will definitely use them again. The set I used contained resin tow cable brackets, plastic strips for the cleaning rods and a superb zimmerit tool (that I didn't find until after the zimmerit process was complete, in the words of Homer Simpson' 'DOH!)'. One area the etched set really makes a difference, is in replacing the kit's plastic track guards used various parts from the set, including the side skirts, there really benefit from being replaced with etched parts, especially trying too recreate battle damage. After some heating over a candle for a few seconds they bent into shape easily and looked great.

PAINTING

Another first for me on this kit was using paints from Life Colors German World War II box set. Each colour carries a RAL number which means they have been colour matched to the originals, but before we get too lost in what's right and wrong remember most vehicles were painted in the field and the paint was mixed with whatever there was to hand from ditch water to petrol, so, colours would vary greatly.

After priming the finished kit with Halfords acrylic plastic primer I sprayed on the base colour, which was RAL 6003 Olivgrun (green) mixed with a small amount of tap water approx 5%. As I hadn't used these paints before I tested them out on a piece of primed plastic card. I found that spraying the colour straight onto primer just made it run. To get over this it was best to give the surface a light paint dusting first which gave the main colour something to hold onto. After doing this it went on very smoothly with a good finish. Next came Schokoladen Braun (Red brown) mixed with 25% RAL 7028 Dunkelgelb (sand yellow) to lighten it a little. The camouflage pattern was copied, more or less, from the paint schemes in the instructions. Lastly came the RAL 7028 Dunkelgelb (sand yellow) sprayed onto the kit very closely so not to give a too feathered edge. This colour went between the brown and the green to divide them up and give that wavy



By adding a single figure to any vehicles gives it a sense of scale as the aythor has done with this Hornet figure.

◀ pattern. When the base colours are dry (24 hours) the whole kit received a generous coat of Johnson's Klear, especially where the decals were to be placed. AFV Club have supplied some very high quality decals but I did have a few problems with the turret number as they were so thin and simply broke when transferring them from the backing sheet to the turret.

WEATHERING THE LOWER HULL

As this vehicle would be set in Normandy at the end of the summer I thought that a heavy dusting would be a must. Mig Productions pigments are the best I've found so far. I mixed European dust P023 and Beach sand P030 in equal quantities in an ice cube tray then added some white spirit to make a thin paste. This mix was then brushed all over the lower hull, tracks and running gear. Once the white spirit had dried, leaving a solid coat of pigment a good quality flat brush can be used to dust off the excess pigment, leaving the original colour showing through, this also shows off the Zimmerit very well. To make the tracks and running gear look wet as if the vehicle had driven through a stream or a wet field, I brushed them with Johnson's Klear floor polish to give them a shine.

WEATHERING THE UPPER HULL

To complete the weathering on the upper hull I used the same ratios of powder as above but added them dry to isolated areas. Dark brown pastel chalks were crushed up and then brushed into any creases or deep panel lines to give depth to the weathered areas.

CREW

The figure used is the German tanker produced by Hornet (GH12). The base for this camouflage uniform was Humbrol dark earth. Once dry, Humbrol Chocolate Brown 98 mixed with a little of the dark earth was applied to form the dark brown that makes up the spotted pattern.

FOLIAGE

Most of the vehicles in Normandy carried tree foliage to help hide themselves from prowling allied aircraft looking for an easy kill. The only problem with this is that it soon dies out. That was the look I was going for on this Tiger and I've used weed/grass roots to recreate the dead bushes.

CONCLUSION

A good kit, but of mixed quality. Simpler to build out of the box than the Dragon kit but in need of some aftermarket updates to bring it up to their level. ■

Modelspec

AFV CLUB 1:35 TIGER I Kit No.35079

Sets used

AFV club Late Tiger I (AF35079)
Voyager etched brass set (PE35056)
German tanker produced by from Hornet (GH12)

Paints used

Life Colour German world war two box set
RAL 8017 Rotbraun schokoladen Braun
RAL 7028 Dunkelgelb
Lamp Black oil paint
Burnt Umber
Humbrol Thinners
Humbrol Dark Earth.
Humbrol Chocolate Brown 98
Johnsons Klear

Weathering materials

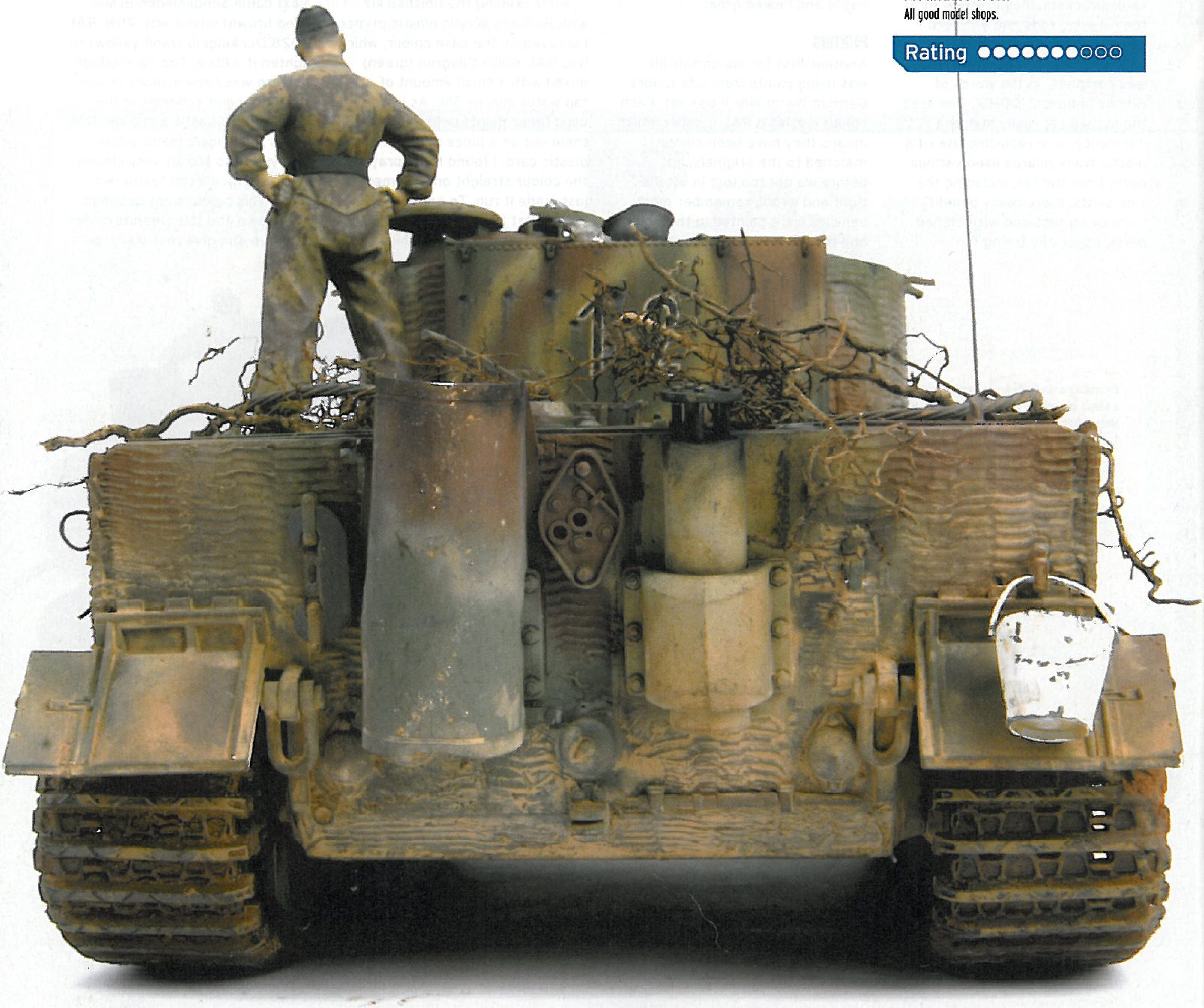
Mig Production's Beach Sand (P030)
European Dust (P0208)
Dark Mud (P033)

☑ easy to assemble
☒ inconsistant quaility of moulding

Available from

All good model shops.

Rating ●●●●●●●○○○



1:35 Scale

Pzkpfw VI Ausf E Tiger

Fully detailed turret, hull, and chassis with operating torsion bar suspension. Detailed hull and turret fittings. Aluminum gun barrel with detailed plastic breech assembly. Photo-etch grills. Optional early or late muzzle brakes, position engine and crew hatches. Adjustable cone-piece soft plastic track. Decals for five vehicles.

AC35079 ~~$39.98~~

Your Price with 25% Discount $29.89

TIGER-I

The Tale of the Tiger

TAMIYA

1:35 Scale

Tiger I Ausf E

Late Version with individual track links and 1 figure.

TM35146 ~~$47.00~~

Your Price with 25% Discount $35.19

ACADEMY HOBBY MODEL KITS

1:35 Scale

Tiger I

Mid-Production version with complete interior and engine. One-piece flexible plastic tracks.

MH1387 ~~$55.00~~

Your Price with 25% Discount $41.19

AFV CLUB

1:48 Scale

Panzerkampfwagen VI Ausf. E

Final Version. Features detailed exterior, hull and turret have molded zimmerit texture, hatches, separately molded tools and parts, photo-etch details, plus 1-piece vinyl track. Decals for 5 tanks.

AC48001 ~~$26.50~~

Your Price with 25% Discount $19.79

DRAGON

1:72 Scale

Tiger 1 (Mid Production) with Zimmerit

Features lower hull with authentic zimmerit coating, one piece sprocket and idler wheels, metal exhaust covers and tow cable, photo-etch parts and decals by Cartograf.

DR7251 ~~$13.95~~

Your Price with 25% Discount $10.39

TAMIYA

1:48 Scale

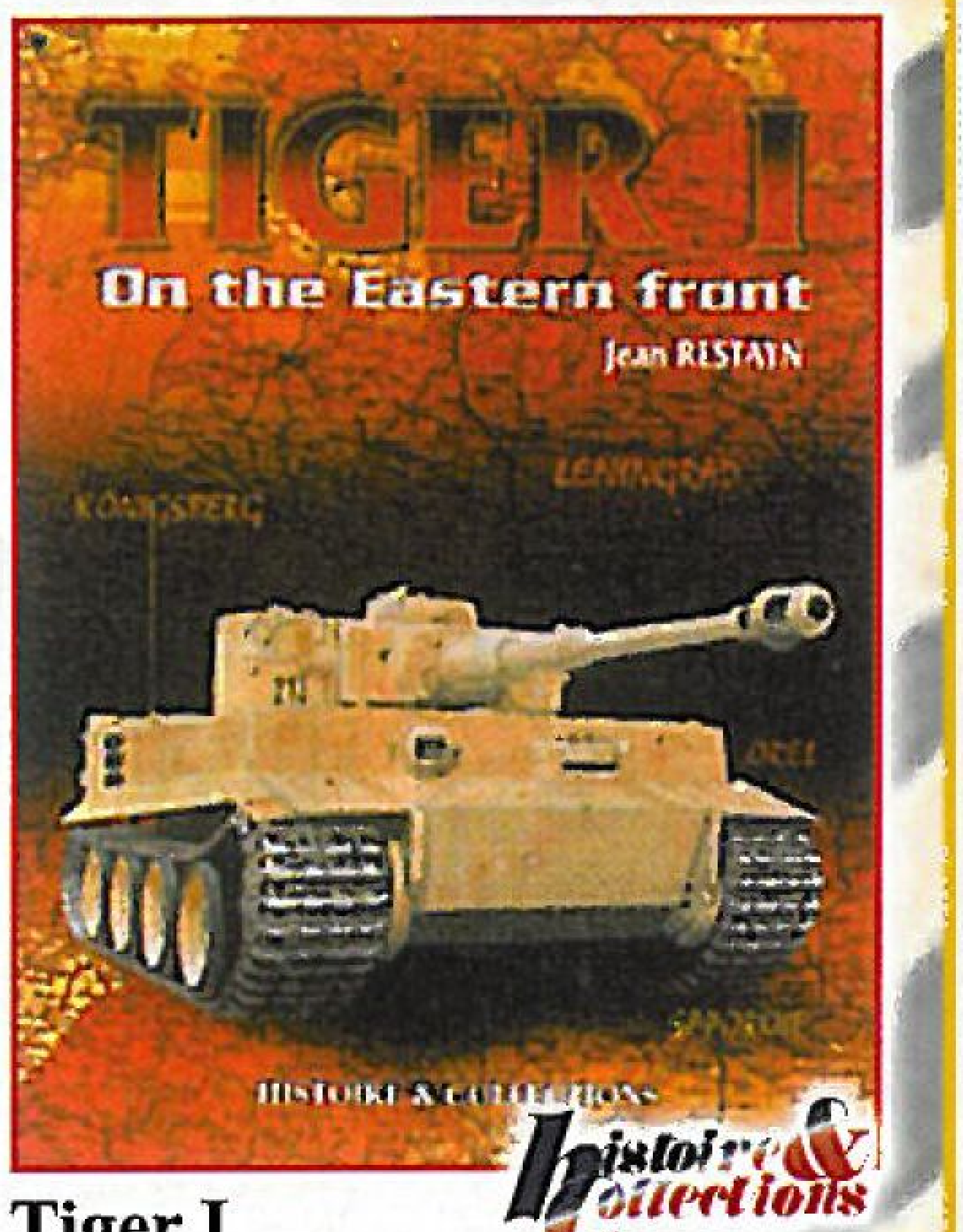
Tiger I Early Production

Fully detailed die-cast metal lower hull and injection molded plastic upper hull, turret, fittings, roadwheels and link-&-length tracks. Decals for 4 tanks. Outstanding!

TM32504 ~~$30.00~~

Your Price with 25% Discount $22.49

Tiger I Books

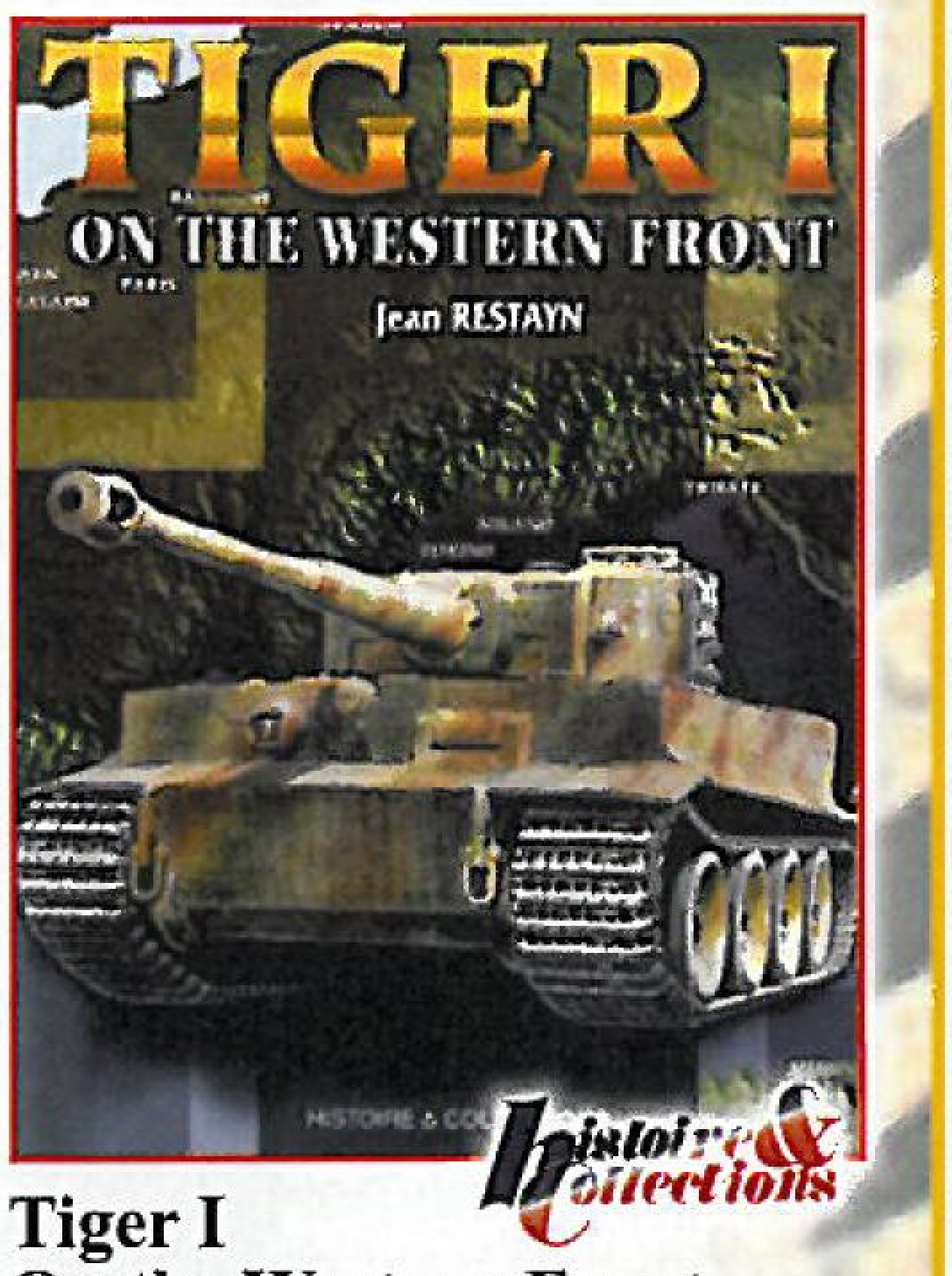


Tiger I

On the Eastern Front

(HB) A comprehensive guide to Wehrmacht and SS Tiger I units on the Eastern Front. 250 black-and-white photos, 50 full color plates of markings, insignias and color schemes. Includes full order of battle and operational history of all Tiger units on Eastern Front. 144 pages.

CBH2815 ~~$37.95~~ $34.96



Tiger I

On the Western Front

(HB) Includes: 250 photos, 50 color plates and 14 color maps. 144 pages.

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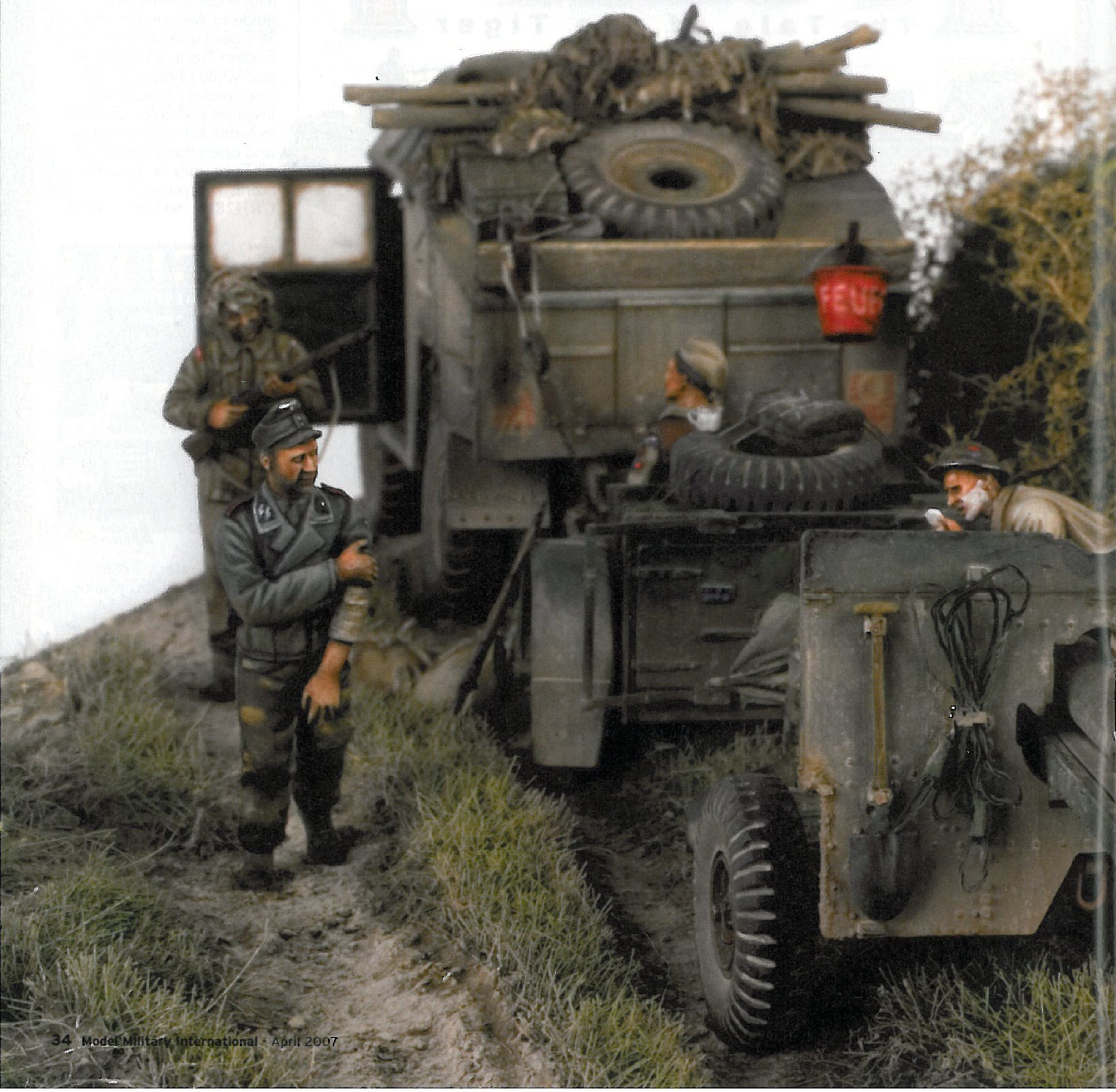
25 POUNDER WITH TREES!

Kev Smith shows what can be done with a 33 year old kit and a lot of imagination...



The vehicle featured here is another blast from the past and with it comes fond memories. I made this model the first time around, when it was released in 1974. So, when I was asked by the Editor to build the Quad and 25pdr as an article, I couldn't refuse. I built the kit 'straight from the box' with only very minor modifications/additions and, of course the occasional dive into the spares box.

A BRIEF HISTORY

In the late 30s, the first artillery tractors or Quads appeared and in 1938 Guy motors produced the Quad Ant 4 wheel-drive FAT (Field artillery tractor) which stayed in production until 1943. The chassis was also used in a modified form for the Guy armoured car. All of these vehicles had to meet the specification requiring good cross country capability and mobility and the ability to carry a gun crew and all their personal equipment. The greatest numbers came from Canada and in 1942 they were produced with the standard Canadian military cab. 1944 saw the new pattern square contoured body with canvas top start to appear. Various companies at different times produced many variants of these versatile tractors and as a consequence, were used by many of the Allies in WWII. A large number of these vehicles were sold to the Japanese after the war and used by the police for riot control. The 25pdr gun had a range of 12.3km and was widely employed by the British army from 1940 with the biggest action the barrage at El Alamein where 408 guns were used with many more in reserve. Early versions of the gun appeared without a muzzle brake, but later guns were fitted with a multi baffle brake. In action the gun was usually mounted on the circular firing platform which, when on the move, was stowed on a cradle under the gun. The platform enabled the gun to be traversed through 360 degrees, when not mounted on the platform the traverse was greatly reduced to 8 degrees. The great versatility of the 25pdr was the reason that the gun was the longest serving weapons to be deployed by the British Army only being replaced by the 105 mm Abbot self propelled gun in the early 60s when this became the main artillery gun serving in the British Army of the Rhine (BAOR).

WHAT'S IN THE BOX

The sprues are moulded in Tamiya's familiar sand coloured plastic and considering the kit dates back to the early 70s, the level of detail is very good; there is flash but nothing that will cause any problems. The instruction sheet is the old style which includes a history of the vehicle, photos of the kit build progress, and a choice decals and paint schemes for Canadian or British Army vehicles.

CHASSIS

Stages 1 to 7 cover the construction of the chassis with which there are no major problems and shouldn't cause the modeller any trouble; only some filling and sanding, and a few seams to be cleaned up, not unusual with a kit of this age. From the beginning, I decided that I was going to have the bonnet up exposing the engine. I added some electrical cabling to the engine using thin wire, and then glued this to the chassis. There are a number of minor alterations that needs to be addressed at this stage. Tamiya moulded the rollers on the front winch, which was mounted to the underside of the bumper, in one piece and these need to be carefully drilled out. The cross bar on the radiator guard needs to be hollow so I replaced the ends with brass tubing, this does sound a little extreme but I found it easier than drilling out the ends. Other minor detailing included altering the front suspension slightly and drilling out the end of the exhaust pipe.

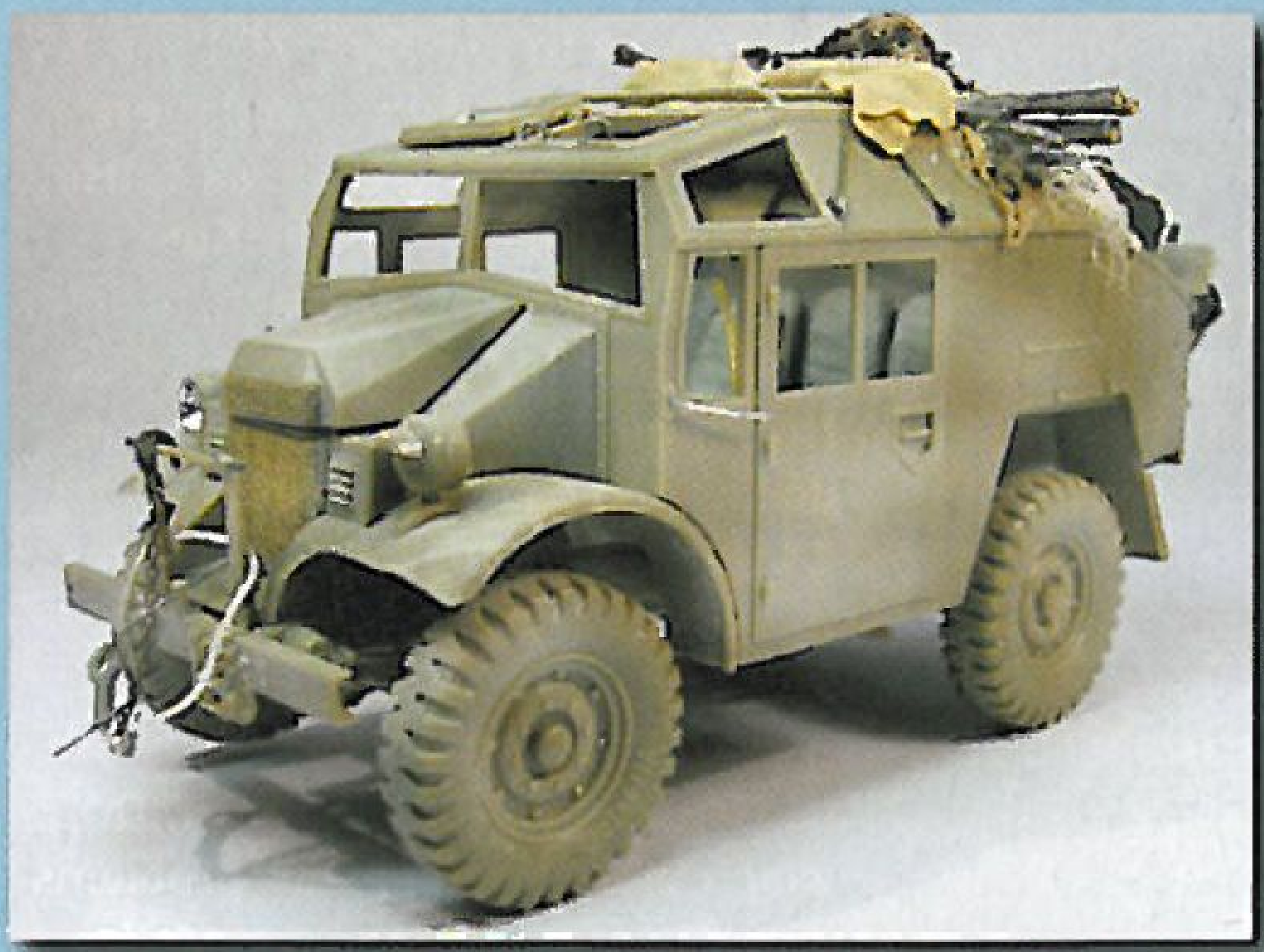
Finally, towing cables were added, I used thin string normally used by boat builders for rigging and the towing eyes from the spares box.

WORKING WHEELS

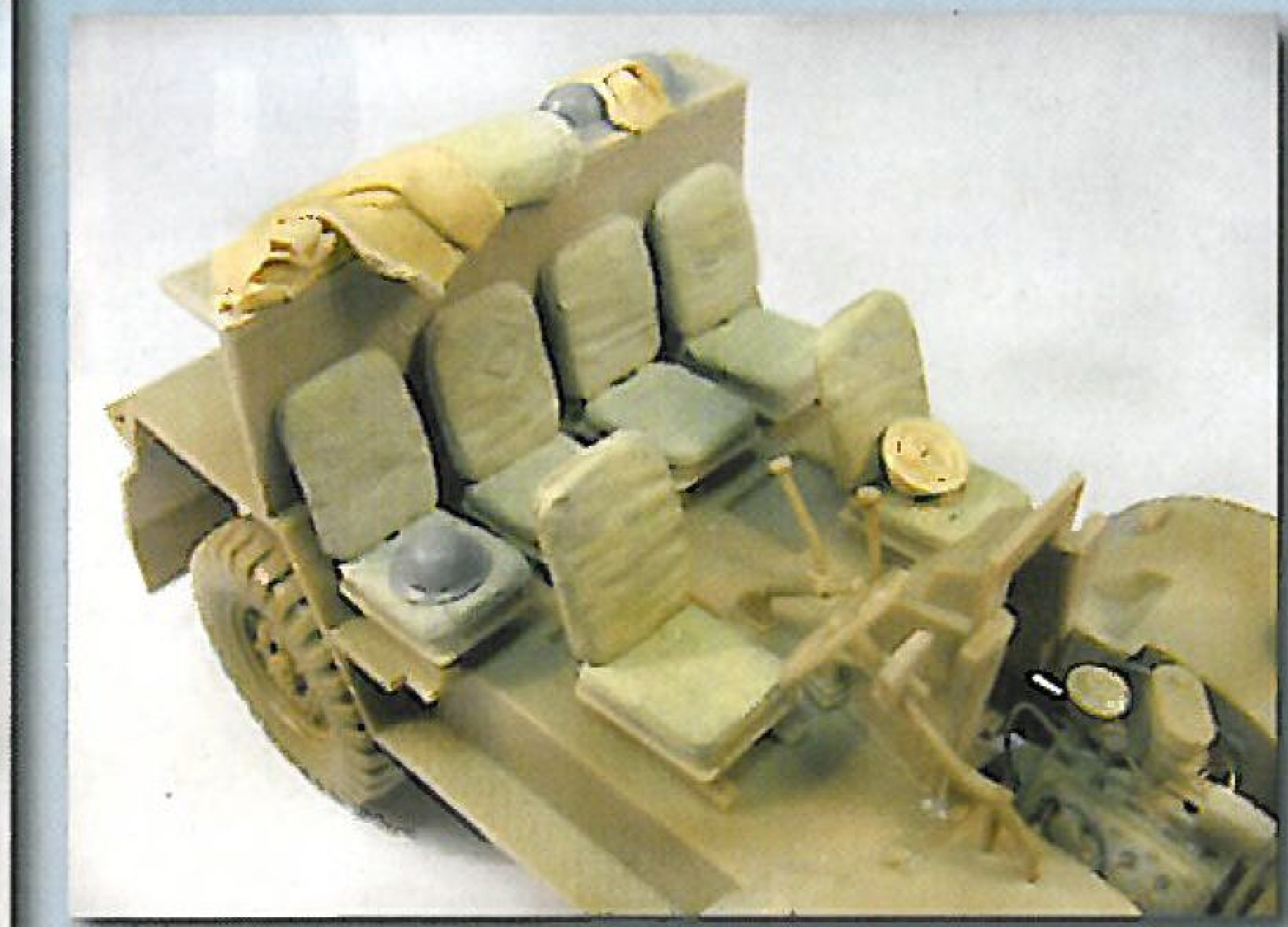
Back in the 1970s, Tamiya seemed to have a fascination with giving you a model that worked. Because of this, the wheels come in three separate parts allowing them to rotate which causes the modeller a little extra work filling and sanding the resulting gaps. The plus side is that the tyres come with the Firestone brand name embossed on the side of the tyre wall. A neat touch for a model this old!

CREW AREA

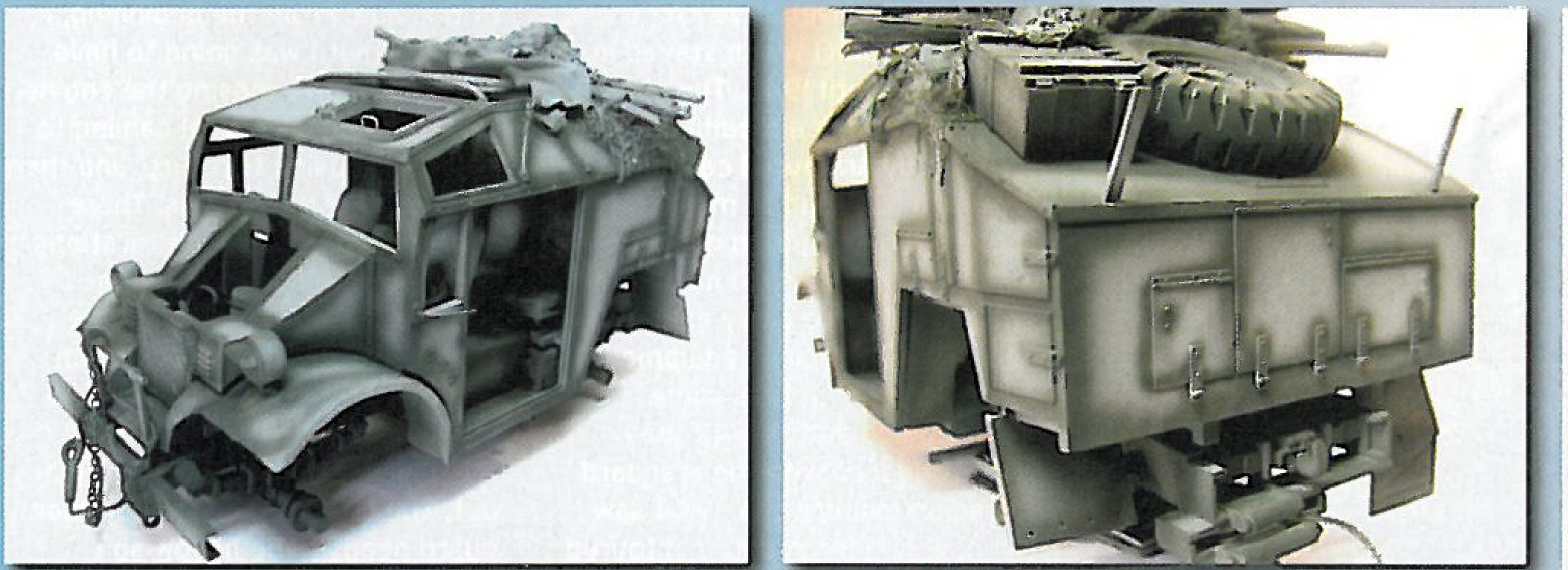
Stage 8 is the construction of the main crew area. The front and rear wheel arches are incorporated in the one piece mould which also includes the rear mud guards and flaps. For added interest, a mud flap was removed and using a pin vice, the bolt holes were drilled out. The crew compartment is such a prominent area of the vehicle that the eye is naturally drawn to this space so I wanted to make it the main focus of the model. What better place to start than the



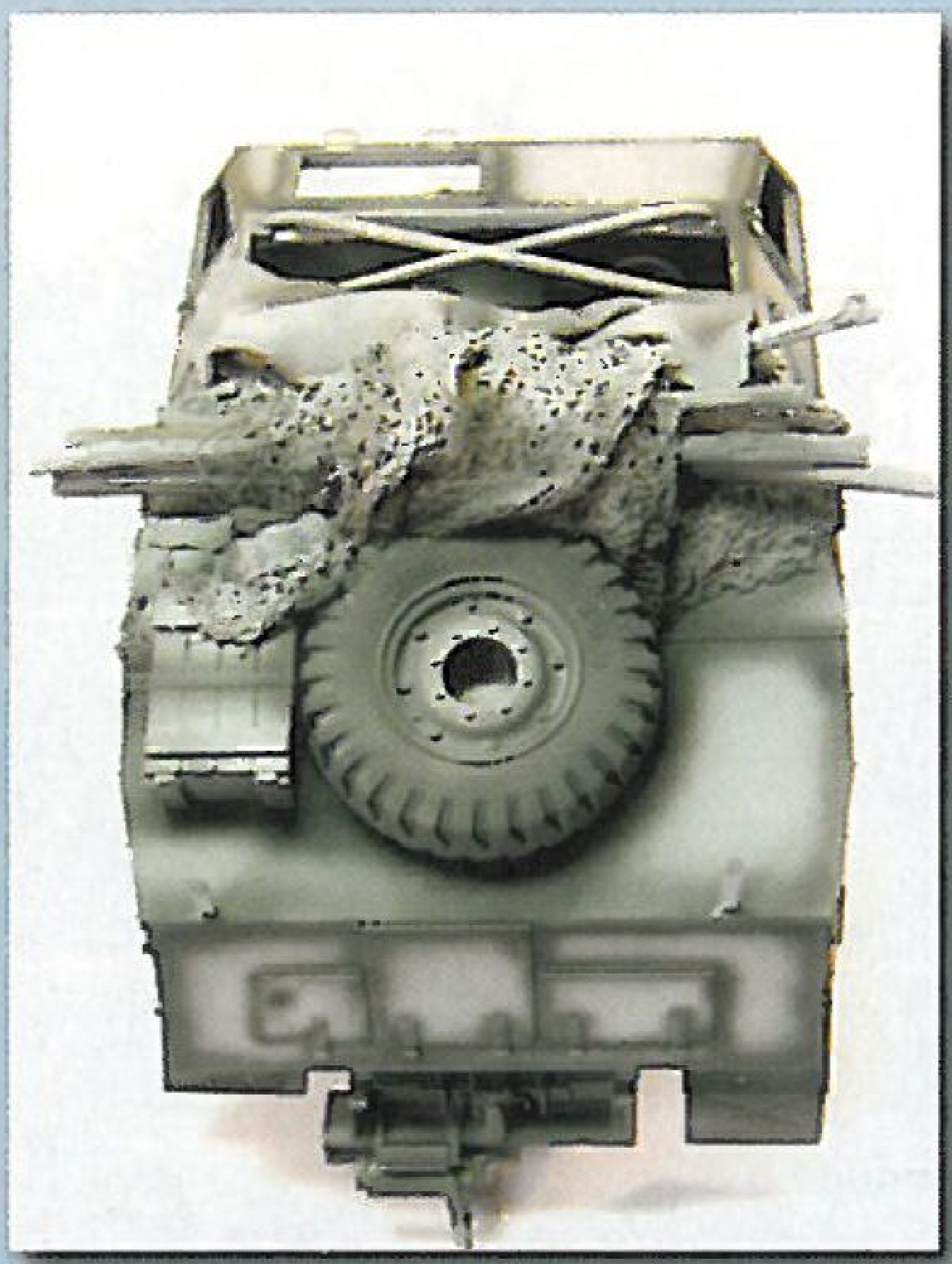
The author prefers to add all the stowage before painting commences, this helps with the continuity and stops the stowage looking like an after thought.

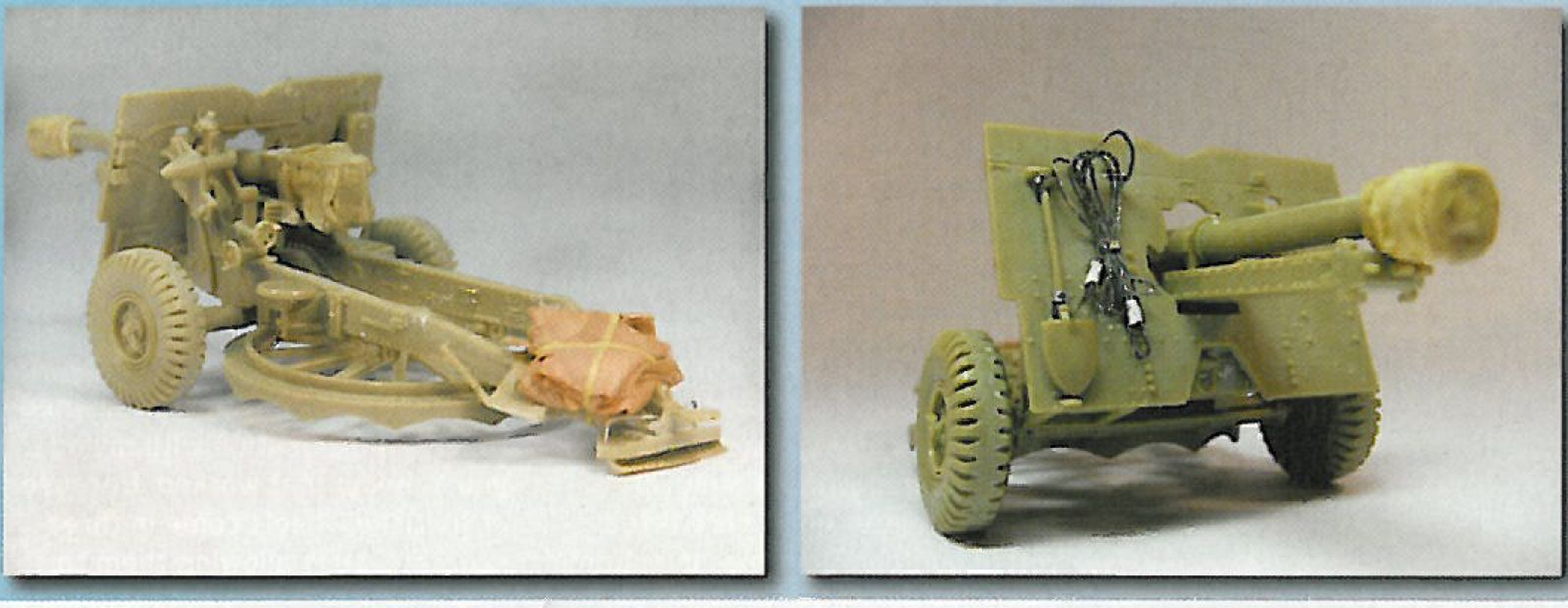


The saggy appearance of the canvas covered crew seats, was achieved by shaping Milliput with a small brush and some water.



Once a base coat of grey primer had been applied and allowed to dry for 24 hours, Tamiya NATO Blac XF-69 was sprayed around all details and along all panel lines to act as the pre-shading for the following colours.





The muzzle brake and breech covers were sculpted from Tamiya putty. The author added some etched brass tie-downs from Aber to finish off detailing the gun.

crew seats; Milliput was used to reproduce the canvas covers and a small brush and water was used to make the folds in the material. Happy with the results I turned my attention to the head light; this was drilled out and tinfoil was inserted and smoothed out using a cotton wool bud. To finish off I wanted to add some damage to the front wheel arches, damage adds life to a model. This can be a double edged weapon in that it can easily ruin an otherwise good model, think logically and in 1:35 scale. I used an electric hand drill to add the dents to the wheel arches. Finally the front edges of the wheel arches were thinned down to an appropriate scale.

With the chassis and crew area complete, the construction moves on to the cab which is moulded in one piece. The most prominent feature here is the glass, with eight clear plastic panels to be fitted. I normally leave the glass out until the painting has been completed but on this occasion, I opted to fit them after I had pre-shaded the cab with the exception of the windscreens which I wanted to model in the open position. I figured it would be easier to fit the glass at this stage, this is because the small locating lugs on the corners of the glass parts need to be removed. These were carefully shaved off and once fitted, thinned Humbrol Clear Cote was run around the edges and left to dry. I use Clear Cote to avoid the frosting which often appears happens to when Liquid Poly is used. The fit is good with only a small amount of filling needed and is easily achieved using PVA mixed with Mig pigment. I used European Dust (PS028). When dry, masking fluid was applied to all the glass areas for protection whilst painting. The mirror arms were fabricated from thin wire and fitted into small holes drilled into mounting points on the cab. The grab handles were replaced on the commander's hatch in the same way and a strap for the hatch was cut from tin foil. The final modification was to fabricate the securing points for the canvas canopy where I used a mixture off brass rod and foil. Fitting the engine compartment /bonnet is the final stage; to enhance the radiator grill fine mesh was added to the front.

STOWAGE

I usually try and paint my models with the stowage in place; I find that doing it this way keeps the continuity of the painting going. It also helps with the overall natural appearance of the model and does not look as if it has been added as an after thought! Tamiya epoxy putty was used to make the tarpaulin on the cab roof; this is a really good product and has a fine texture, can be rolled very thin and remains malleable for quite a while. Unfortunately, this product isn't available in the UK but I picked mine up on a recent trip to Australia. However the same results can be achieved with Milliput. The cam netting on the Quad and limber is medical bandage soaked in PVA/water and tea leaf mix and thin strips of tissue paper were cut to size and attached whilst the PVA was still wet. The poles are twigs out of my garden. The jerry cans and helmets are from the spares box. Little touches such as this are vital and bring life and a lived in feel to the model.

25 PDR. GUN AND LIMBER

The 25pdr was straightforward to construct, similar fit problems were encountered to the tractor requiring filling and sanding. I used Tamiya putty to model the muzzle and breach covers and the tie down points located on the gun trail and on the gun shield were replaced using Aber etch items. Minor detailing was carried out to the tools on the gun shield and a new towing cable fabricated from thin wire was then attached to the shield. The grab handles on the gun trail were replaced with thin wire that I first rolled under a steel ruler then glued into place. Using the box art as reference, I added the securing chains that attach the turn table to the gun trail; These were fabricated from brass tube and Aber chain. The limber construction was straightforward the only detailing to be carried out was the addition of tie down points and grab handles. The final touch was to add dents to the wheel arches.

> "Finally, towing cables were added, I used thin string normally used by boat builders for rigging and the towing eyes from the spares box"

PAINTING

I starting with the Quad, which remained in the three sub-assemblies consisting of the chassis, crew area and cab. The doors and hatch would also be painted separately.

THE QUAD

Firstly, I undercoated the model with grey car primer; I do this for two reasons, car primer provides a robust basecoat to the model and will easily stand up to the painting process and is an excellent key for the acrylic paint. Confident that this coat had dried thoroughly (at least 24 hours) I used my airbrush to spray Tamiya XF-69 NATO Black around the panel lines and around all the raised details (hatches etc). Pre-shading the model helps to gives depth to the finish.

A base colour of Tamiya XF-67 NATO Green was sprayed onto the model and this was gradually lightened with Vallejo Golden Olive Green 857 concentrating on the middle of the panels. The inside of the cab area was painted in the same way. The Mickey Mouse camouflage was hand painted with thinned Paynes Grey oils.

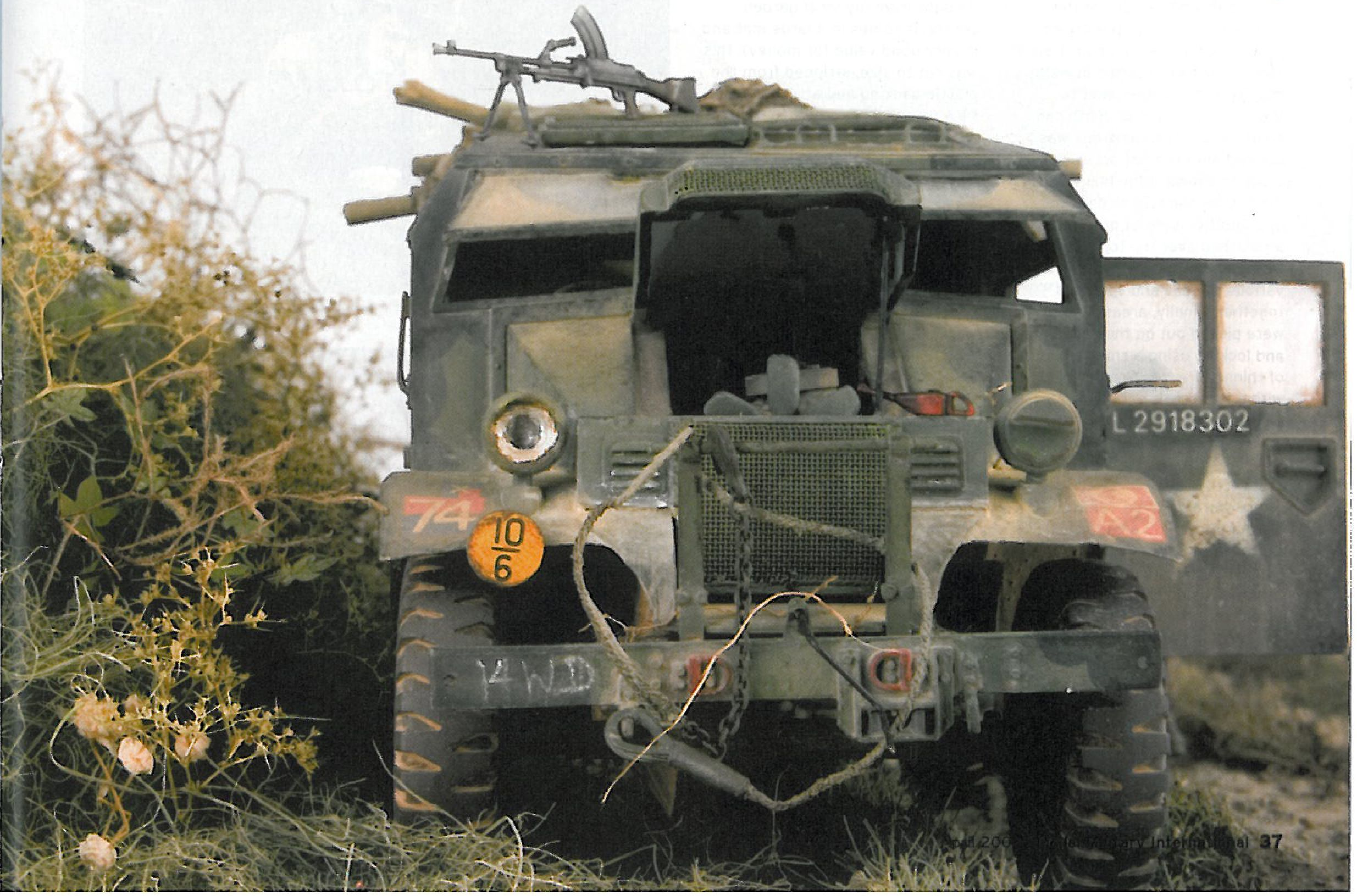
INSIDE AND OUT

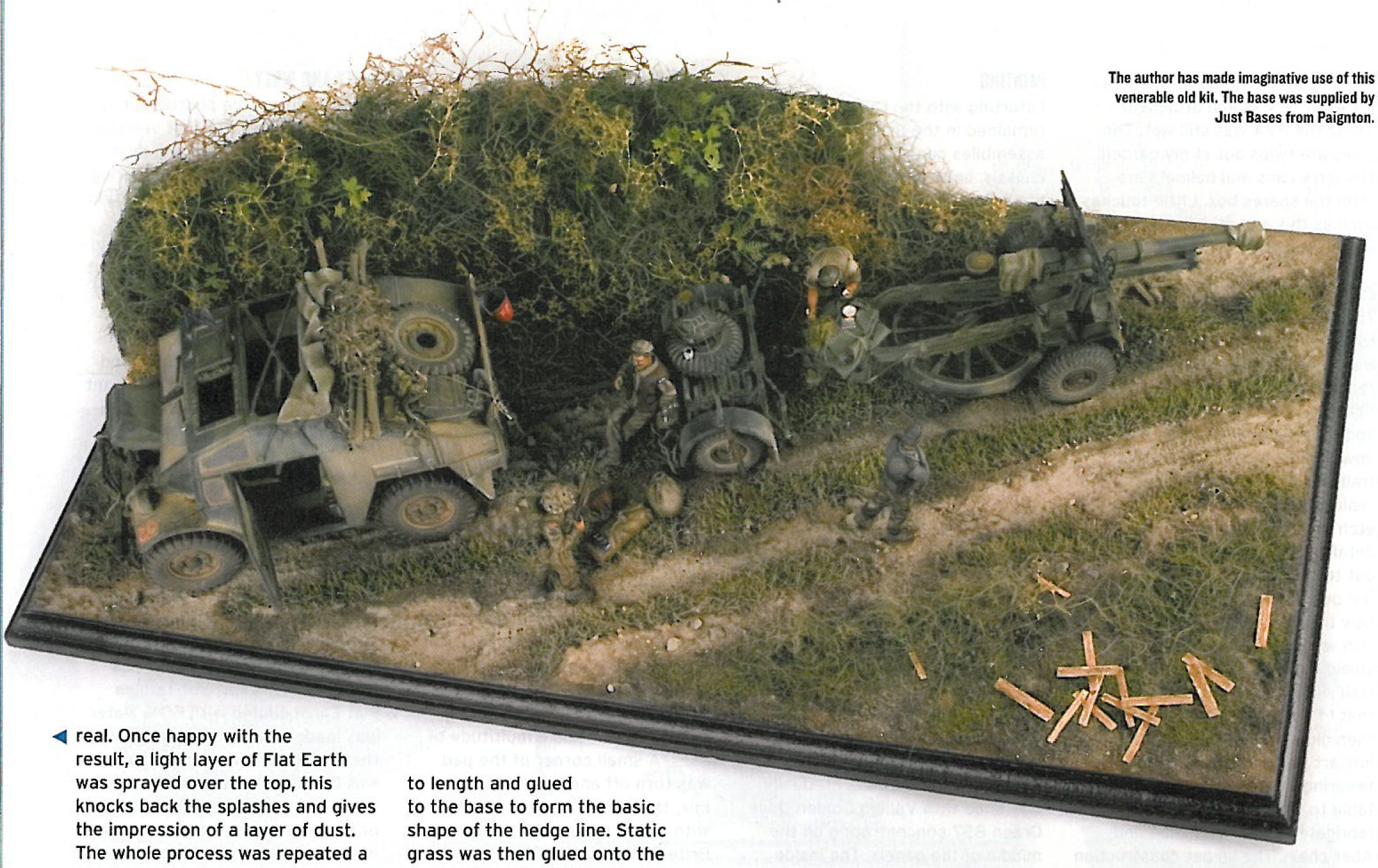
Chips and scuffs were applied next. I always use a mix of two colours, Vandyke Brown and Paynes Grey; I find that varying the amount of each individual colour and thinner, a convincing build up of scratches can be achieved. For example, the areas with more wear have a greater percentage of Paynes Grey. I have no ratios, I just add and mix by eye as I go along. A little Vandyke Brown and more thinner is added as I gradually worked out to the superficial scratches. To finish, the underside of the deeper scratches and chips were then highlighted with Yellow Green, this is a vibrant colour so only a small amount is needed. Further scuffs and scratches were added with Scotch Brite. This is a useful and easy technique and has a multitude of uses. A small corner of the pad was torn off and dipped into the mix, the excess was then removed with tissue paper. The Scotch Brite was then dabbed onto the model. Being oil paints with a long drying time any mistake can be easily rectified or removed with a brush damped in thinners.

DUSTY AND DIRTY

Study any wartime photograph and it will be evident that vehicles became coated in mud and dust. I have heard it said that weathering a model is an excuses for covering up mistakes, well, I think if you are modelling a vehicle in the field then weathering is an integral part of the finished model. So, it won't be a surprise to hear that this is the most important part of my modelling (and my favourite) and in my opinion is a must if you want to bring any life and character to a model.

Concentrating on the back half of the vehicle first, I sprayed a thin coat of Tamiya Flat Earth in an irregular pattern over the vehicle; this gave me a good base to start the build up of rain streaks and dust layers that I was trying to achieve. Mud splashes were next, a mixture of Tamiya Flat Earth diluted with 50% water was loaded onto a soft paintbrush, then using my airbrush the mix was blown onto the model, this was repeated varying the height of the brush from the model and varying the colour mix; I added Tamiya Buff gradually to the mix to give some depth to the splashes. Practice is the key; try it out on an old model or even on scrap paper before attempting this for ▶





The author has made imaginative use of this venerable old kit. The base was supplied by Just Bases from Paignton.

◀ real. Once happy with the result, a light layer of Flat Earth was sprayed over the top, this knocks back the splashes and gives the impression of a layer of dust. The whole process was repeated a couple of times.

The rain streaks are next, Humbrol Matt 72 Khaki Drill was heavily thinned and, using a fine paintbrush, vertical lines were painted down the sides of the vehicle (to speed up the drying time I used a liberated hair dryer!!). The streaks were varied in width and, by adding more paint to the mix, an illusion of depth can be achieved. The same mix was painted onto the flat areas in order to simulate the build up of dust. After the rain streaks were dry, another layer of dust was airbrushed over the top this time with Tamiya Buff to blend all the various streaks and splatters together. Finally, areas of wear were picked out on the cab doors and lockers using a small amount of thinned Paynes Grey applied with a fine brush.

The limber and gun were painted and weathered in the same way.

TYRES

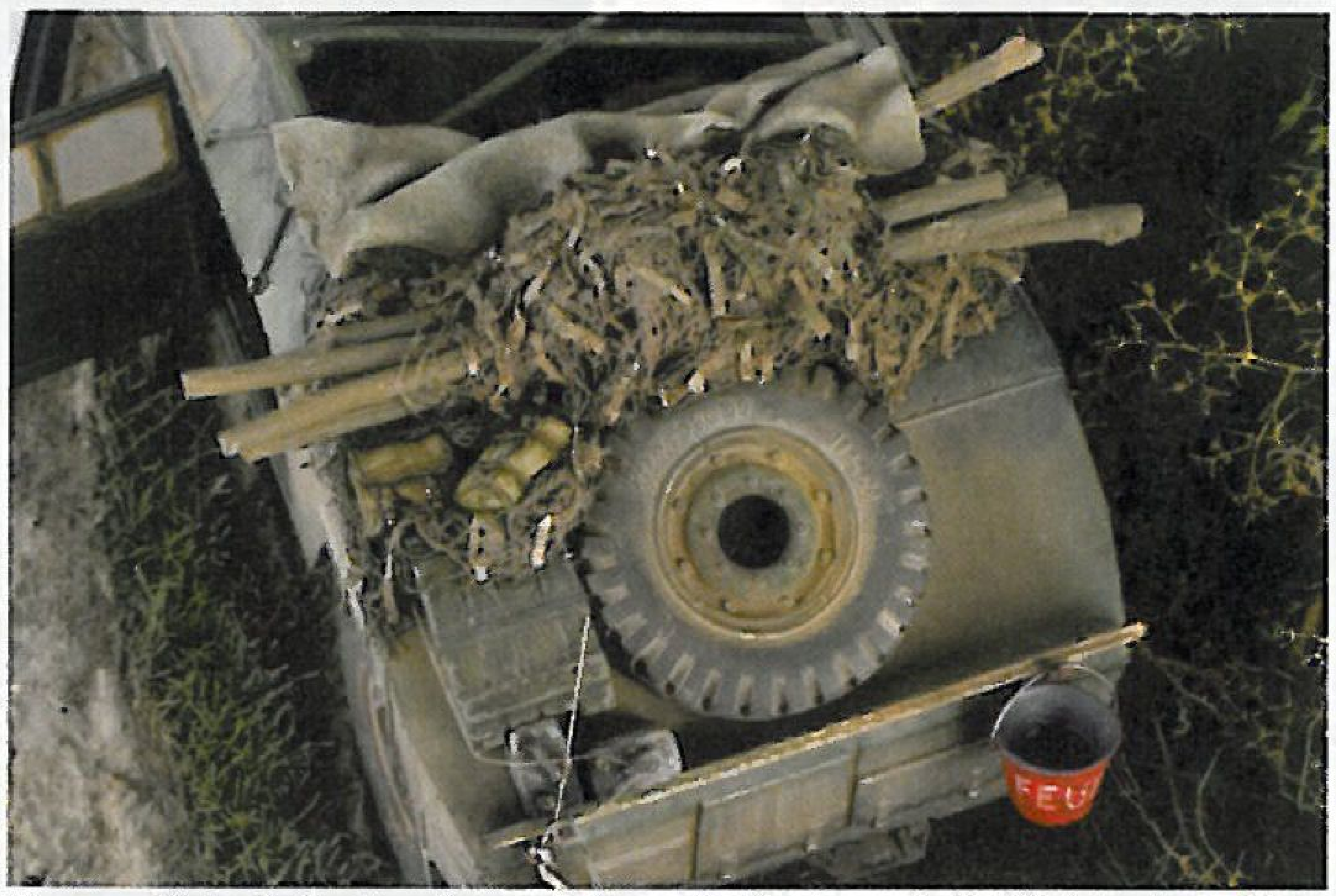
These were sprayed Tamiya German Grey and a coat of Mig European dust was painted on. Once dry, the excess dust was removed using my finger. The tyres were then given a light dry brushing of dark grey; dry brushing picks out the raised details and enhances this appearance of worn tyres.

DIORAMA BASE

A piece of insulating foam was cut to length and glued to the base to form the basic shape of the hedge line. Static grass was then glued onto the foam, which helps to give some depth to the hedge when the top layer of the undergrowth is added. Hanging basket liner was used to form the undergrowth of the hedge (bought from my local garden centre, it comes in a large mat and is very good value for money); this was cut to size, stripped from the plastic backing and attached with PVA wood glue and left to dry. I left this for a couple of days and then I added a selection of etched leaves to the hedge and some small roots from the garden. When all of this was dry, I started on the ground work, a mixture of plaster, fine sand PVA, glue, mud and water was mixed into a paste in a container and applied to the base with an artist trowel; the ruts in the track were formed with a wet paint brush, tyre impressions were then added to the ruts using a wheel from the spares box. Noch/ Gauge master grass mat was cut into strips and glued to the tops of the ruts, I bought this from a local model railway shop, it is a great product and comes in different shades of green and browns and has many uses for modellers in all scales.

After a couple of days, the diorama base was ready for painting. The hedge was sprayed haphazardly with various shades of green starting with dark and gradually getting lighter. The leaves were then highlighted with yellow green oil paint. To add a

The shaving figure is a resin figure produced by Plus Models, he is from the British soldiers shaving and resting.



The cam netting on the Quad's roof was made from medical bandage soaked in PVA glue and water. Tea leaves and thin strips of tissue were attached while the glue was still wet.

The German prisoner of war (POW) came from the Dragon Battle of the Hedgerows set. The head was replaced with a resin item.

The relaxed artilleryman enjoying his morning cigarette came from the Canadian manufacturer, Ultra Cast.

The British infantryman escorting the POW is from Tamiya's British Infantry on Patrol set.

little interest, an old bike from the spares box was added to the undergrowth on the opposite side of the hedge. The earth was sprayed with various shades of brown and then washes of brown oils were applied. Once dry, the odd stone was picked out with Humbrol Khaki Drill; these were enhanced further with pin washes. All that was left to do was to give the diorama a light dusting of Tamiya Buff to marry the vehicle and the ground work together.

FIGURES

The figures are a mixture of resin and stock figures. The Infantryman and P.O.W are from Tamiya and Dragon respectively; the heads were removed and the neck drilled out and replaced with resin products. All the figures' unit emblems were cut from thin paper and glued on to the uniforms. The figure leaning against the limber is from the Ultra Cast range and the figure shaving is from Plus Models. This figure is a little short when compared with the others, but this was remedied by removing the feet and replacing them with a pair of boots and puttees from the Tamiya British Infantry set. The only thing missing was a razor which was scratch built and added to the figure later. The pocket detail on the trousers was fabricated from Milliput and the braces were made from Tamiya tape. A mixture of oils and enamel paints were used to paint the figures.

CONCLUSION

I really enjoyed this project, it made a nice change from the German stuff. I hope you agree that this is a good model made from the box; I did improve the odd bit but hey that's modelling. Like any kit it could be improved with after market products but I hope this article shows you that a small fortune doesn't have to be spent on to get a good result.

Modelspec

Tamiya British 25 pdr. Field Gun & Quad Gun Tractor
Kit No. 35044

Figures

Tamiya - British Infantry on patrol (No.35223)
Dragon - Battle of the Hedgerows 1944 (No.6025)
Ultra Cast - Brit tank crewman (UC35035)
Plus Models - British soldiers shaving and resting (No.158)

Paints used

Daler Rowney oil paints - Payne's Grey, Vandyke Brown, Yellow Green.
Humbrol - enamel Matt 72 Khaki Drill.
Tamiya - XF57 Buff, XF69 NATO Black, XF67 NATO Green, XF52 Flat Earth, XF63 German Grey.
Vallejo - Golden Olive 857

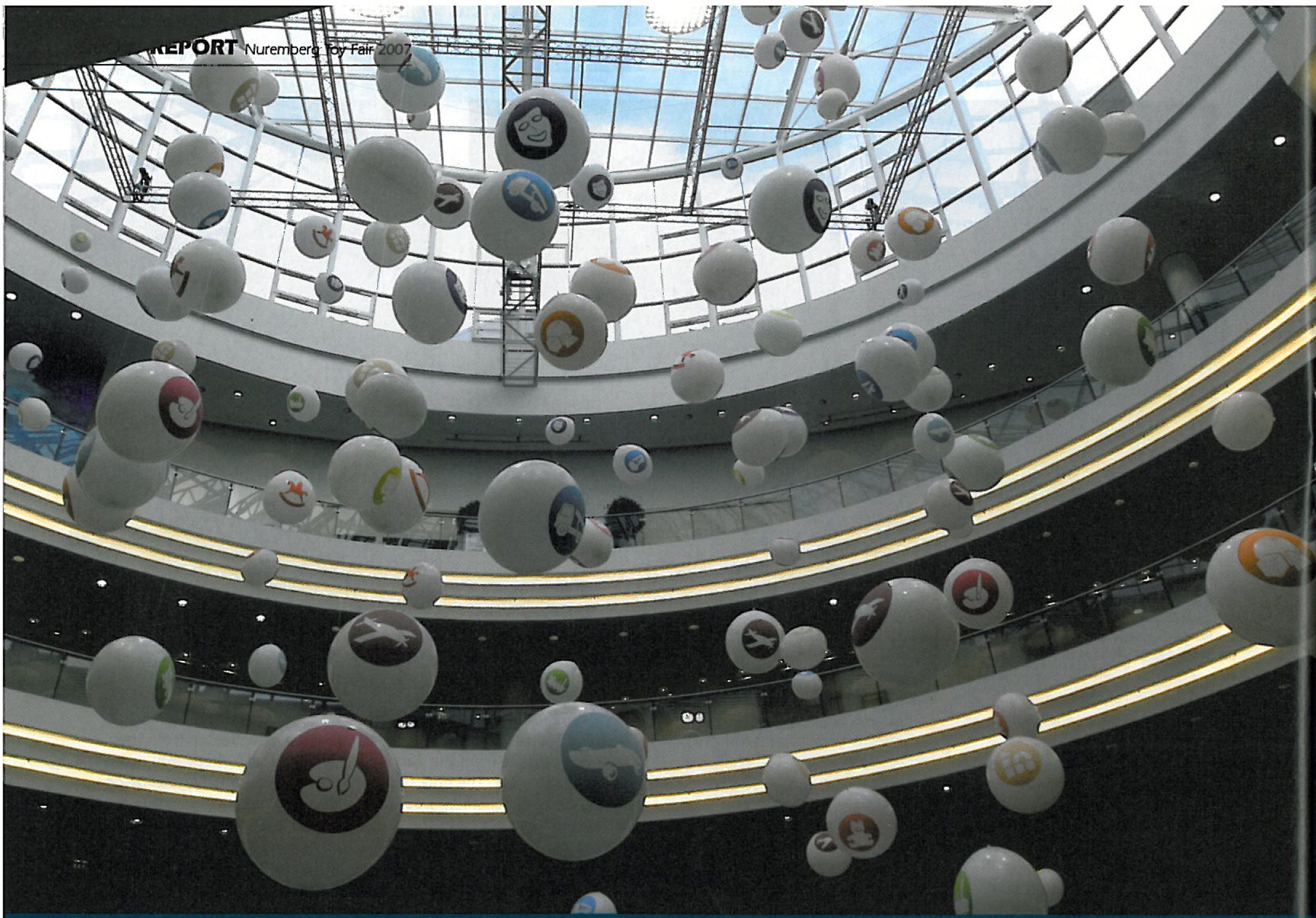
Pigments

Mig European Dust P028.

Available from

Available from all good model shops if currently in production.

Rating ●●●●●●○○○○



NUREMBERG TOY FAIR 2007

Well I can't believe it has been a full year since I visited the fair and had a report on the new releases in our very first issue of Model Military.

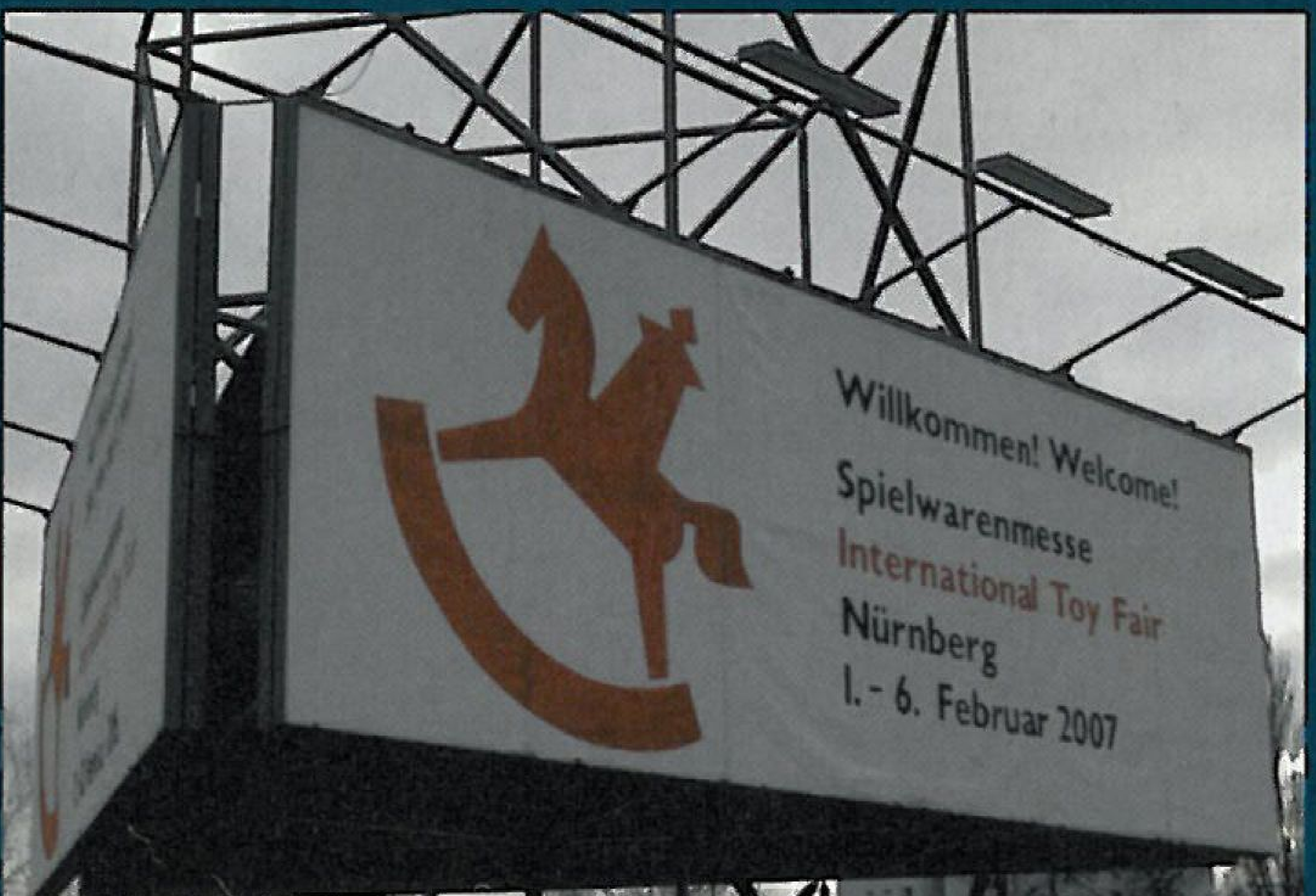
Very briefly Tamiya are forging ahead with their 1:48 of armour and there is rumours of a second Char B1 bis, this time the Flammenwerfer German service.

In 1:16 scale Tamiya were showing off the new 1:16 Panther G, which looked very impressive and I'm sure will be very welcome by both the RC boys and large scale modellers a like.

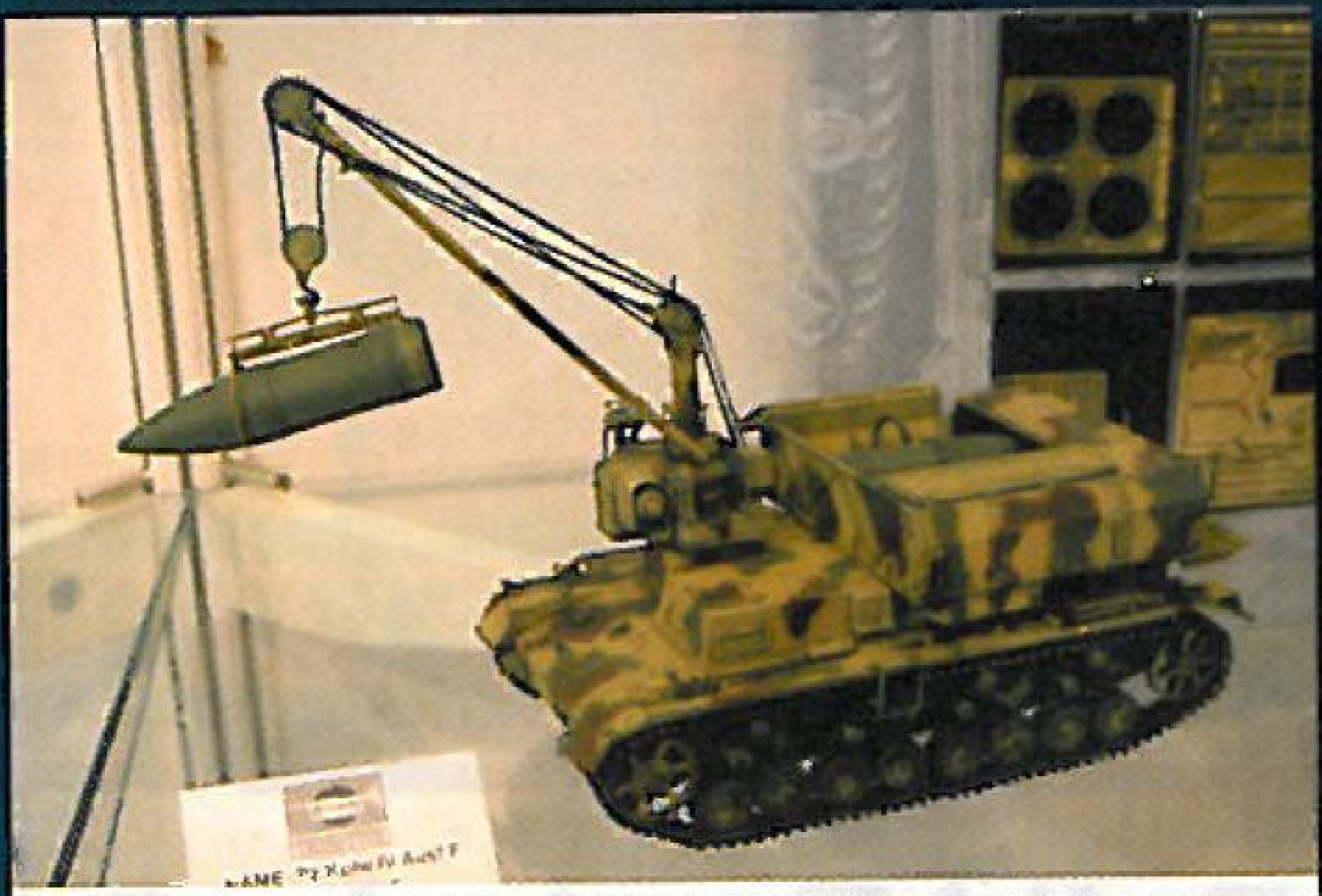
Dragon have announced in 1:35, smart kits of the Steel wheeled Panther G, the M26 Pershing, the all new M3A1 half-track and M16 MGMC. Two surprises for me from Dragon were two new 1:35 helicopters, and they are the UH-1N "gunship" and the AB-212 ASW.

Trumpeter are keeping very busy with an impressive release schedule for the coming year, including panzer IV based munitionwagons for the Morser Karl. Three new USMC LAVs are on the way including the recovery, command and anti-tank variants and keeping with the modern theme two Russian BMP infantry fighting vehicles are on the way and these are the 3 and up-armoured 3M and last but certainly not least the much anticipated T-62.

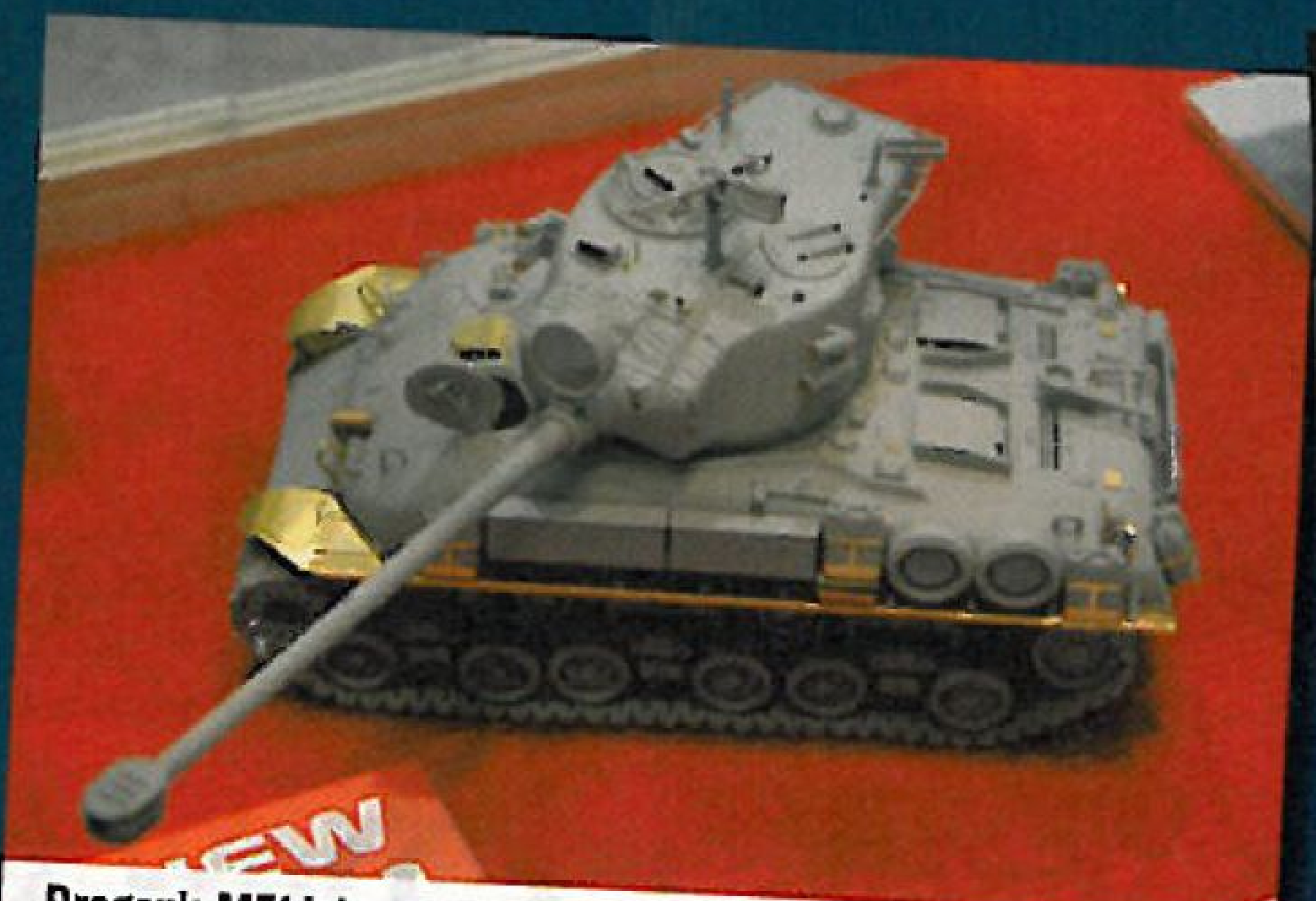
Many of the manufacturers were keeping much more firmly under wraps, due largely in part to the amount of piracy and copying which has become rife within the industry over the past few years. ■



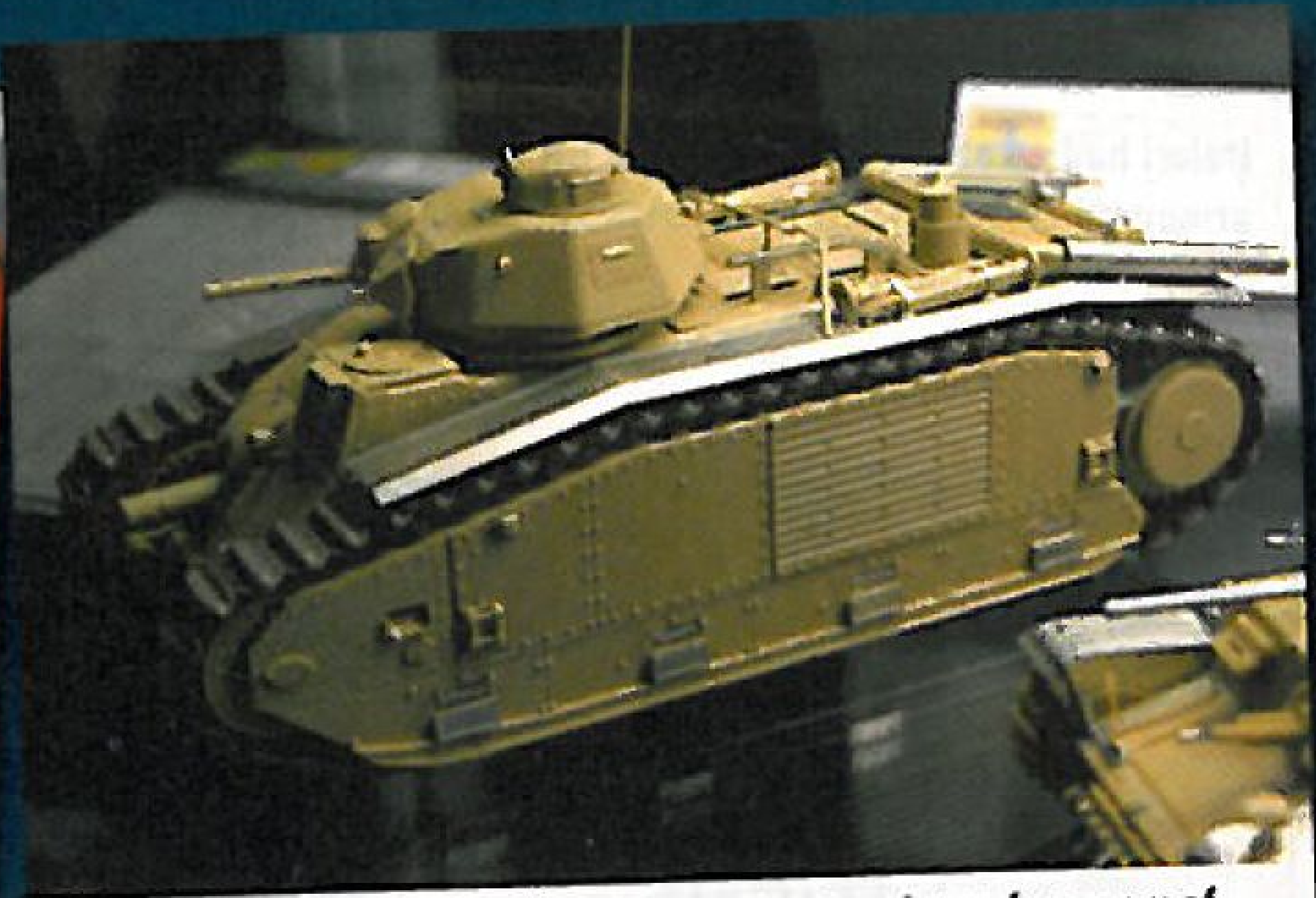
Just part of the impressive Tamiya stand including some of the vast range of products they have on offer.
Thanks must go to all of the Tamiya staff for making us most welcome and for the use of their facilities.



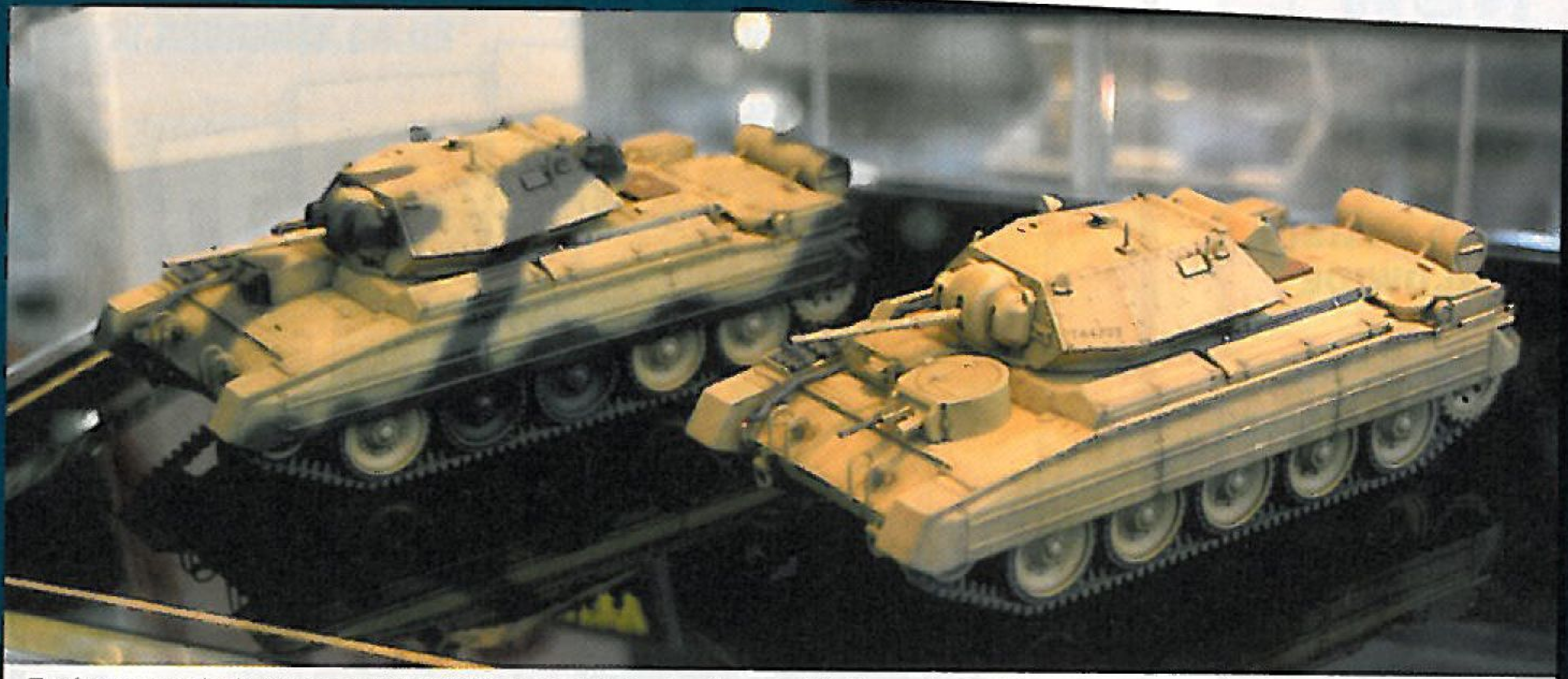
To complement their Morser Karl-Gerat kits, Trumpeter have announced two munitions carriers based on the Panzer IV Ausf D/E and the F, complete with turned aluminium ammunition.



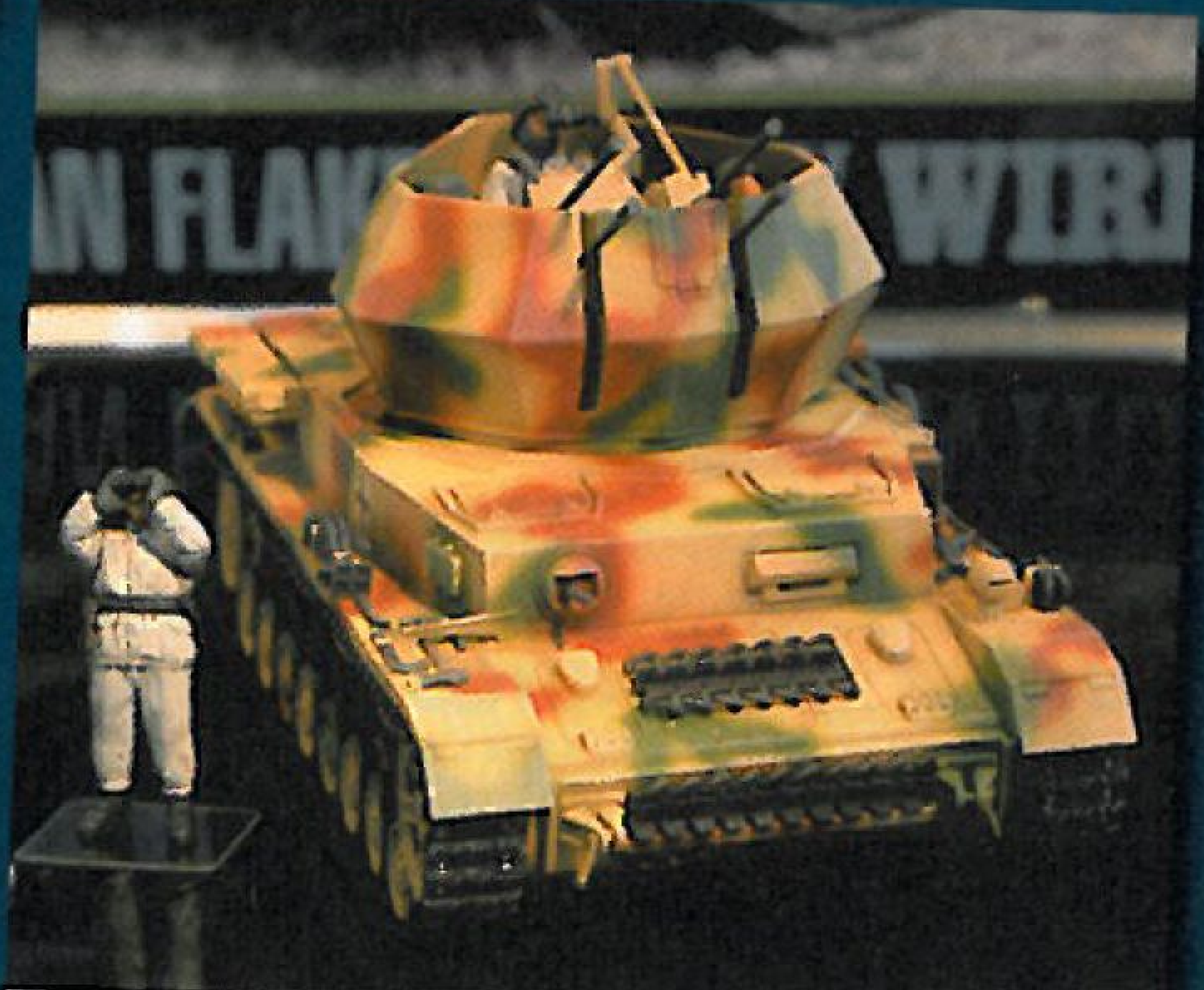
Dragon's M51 Isherman has just received their Premium Edition re-vamp including some re-tooling and a comprehensive etched brass fret.



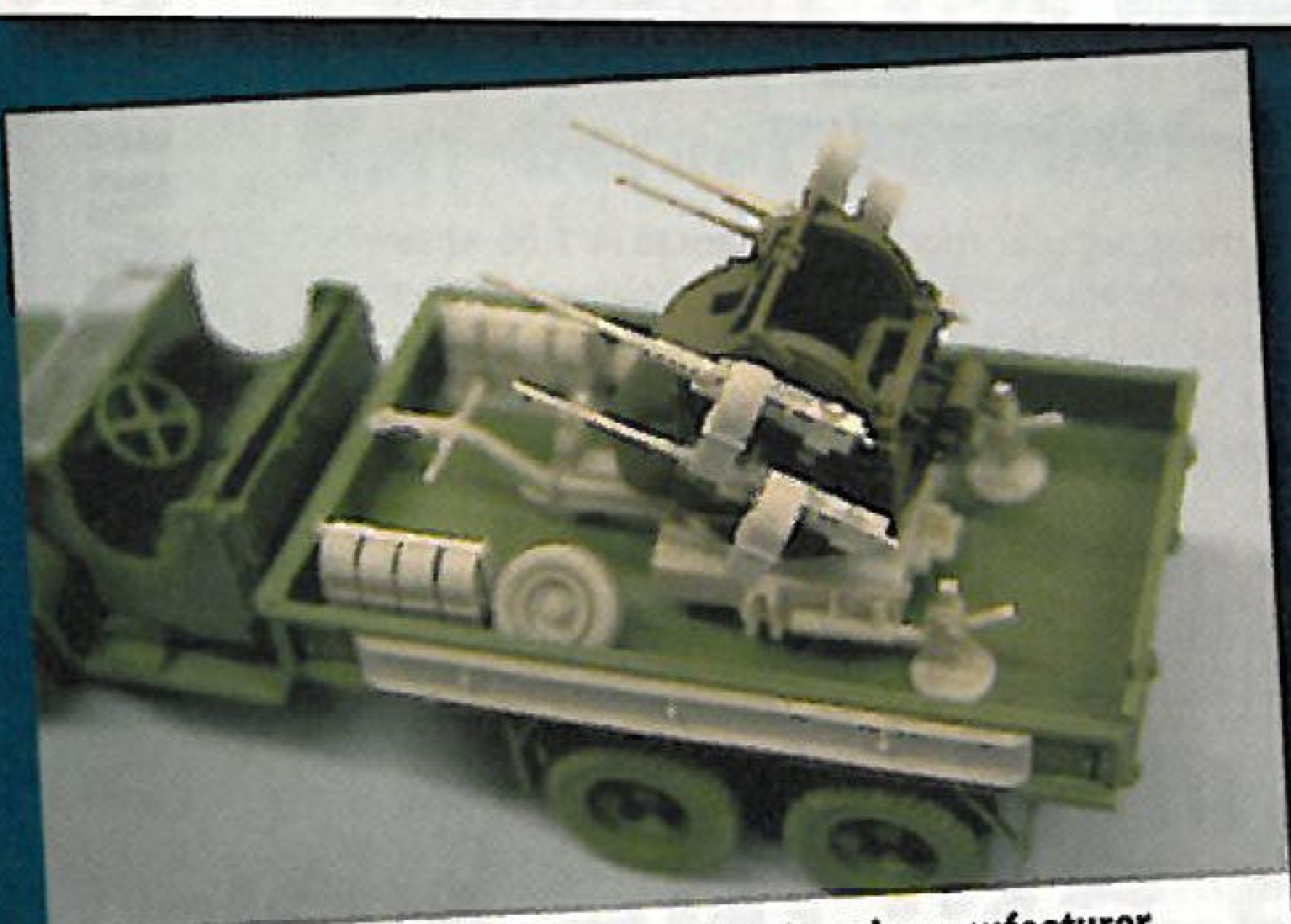
Aber have been busy with some excellent updates for many of the recent releases in both 1:35 and 1:48. Tamiya's Char B1 bis is the latest to be treated to a comprehensive detailing set.



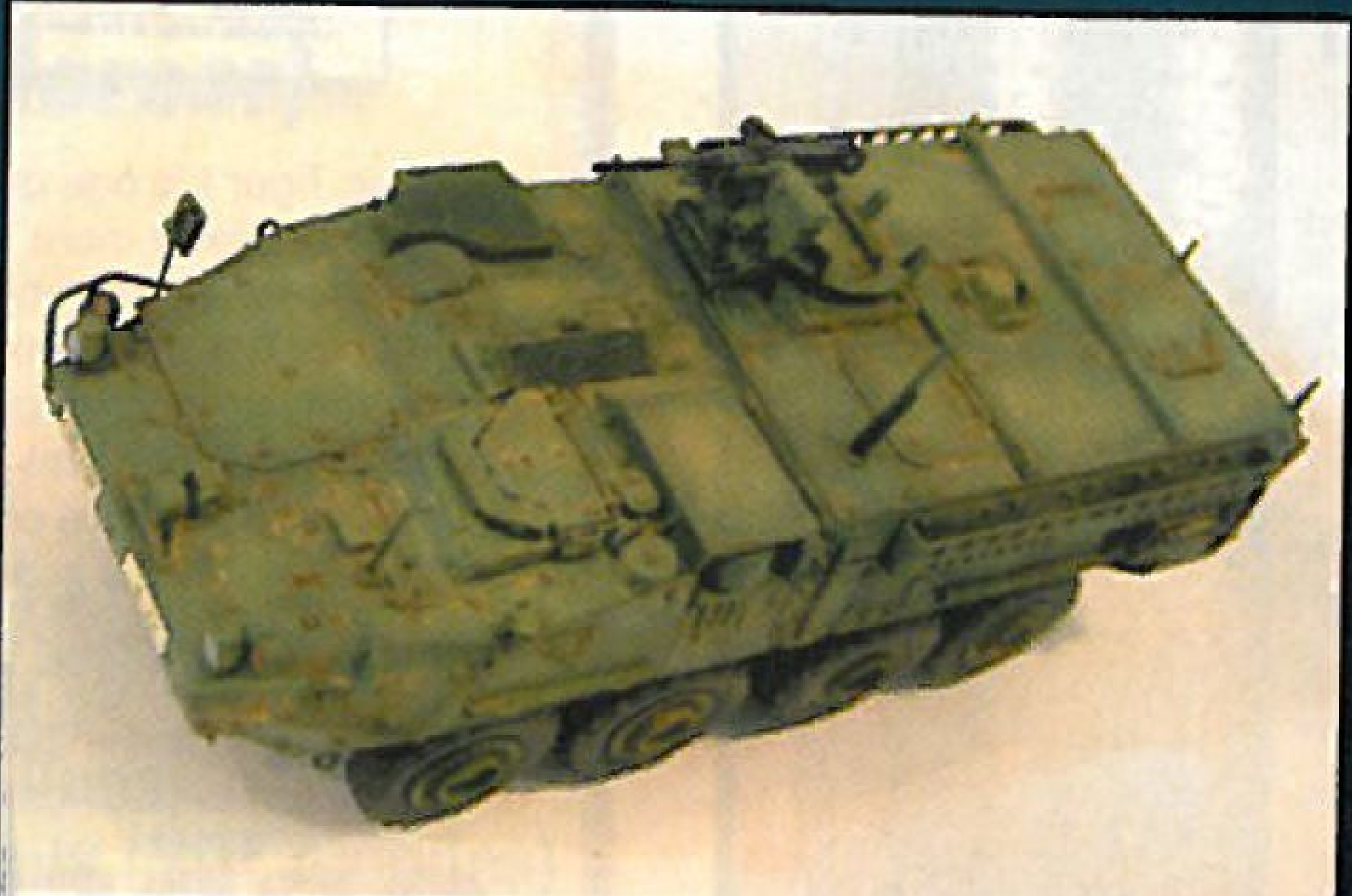
Tamiya are continuing to expand their 1:48 range at an impressive rate. The Crusader tank is a pleasant surprise, it would be great to see this in 1:35 as well, fingers crossed.



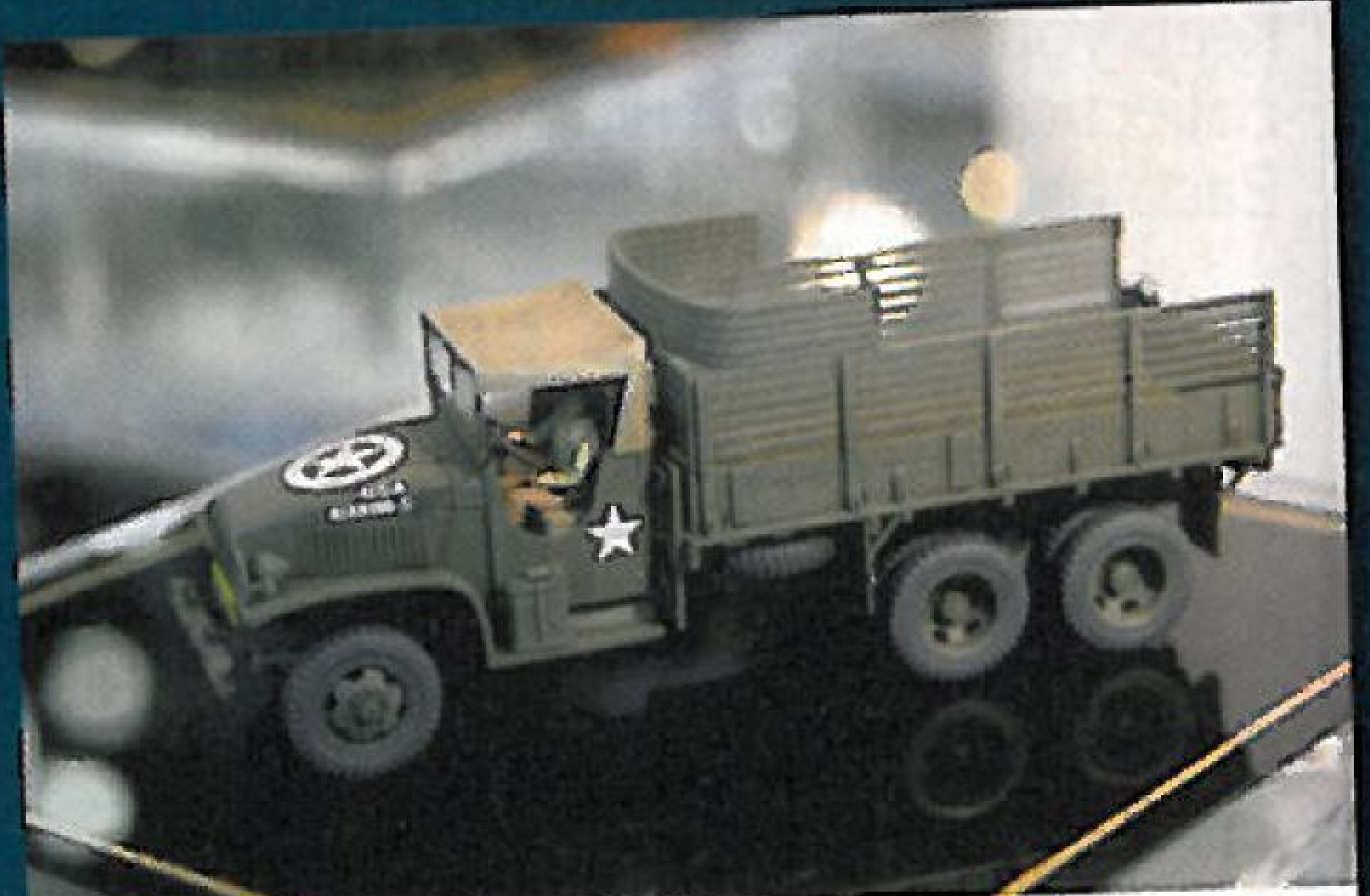
Making full use of the their 1:48 Panzer IV Ausf. J Tamiya have now produced the cool looking and devastating Wirbelwind flakpanzer.



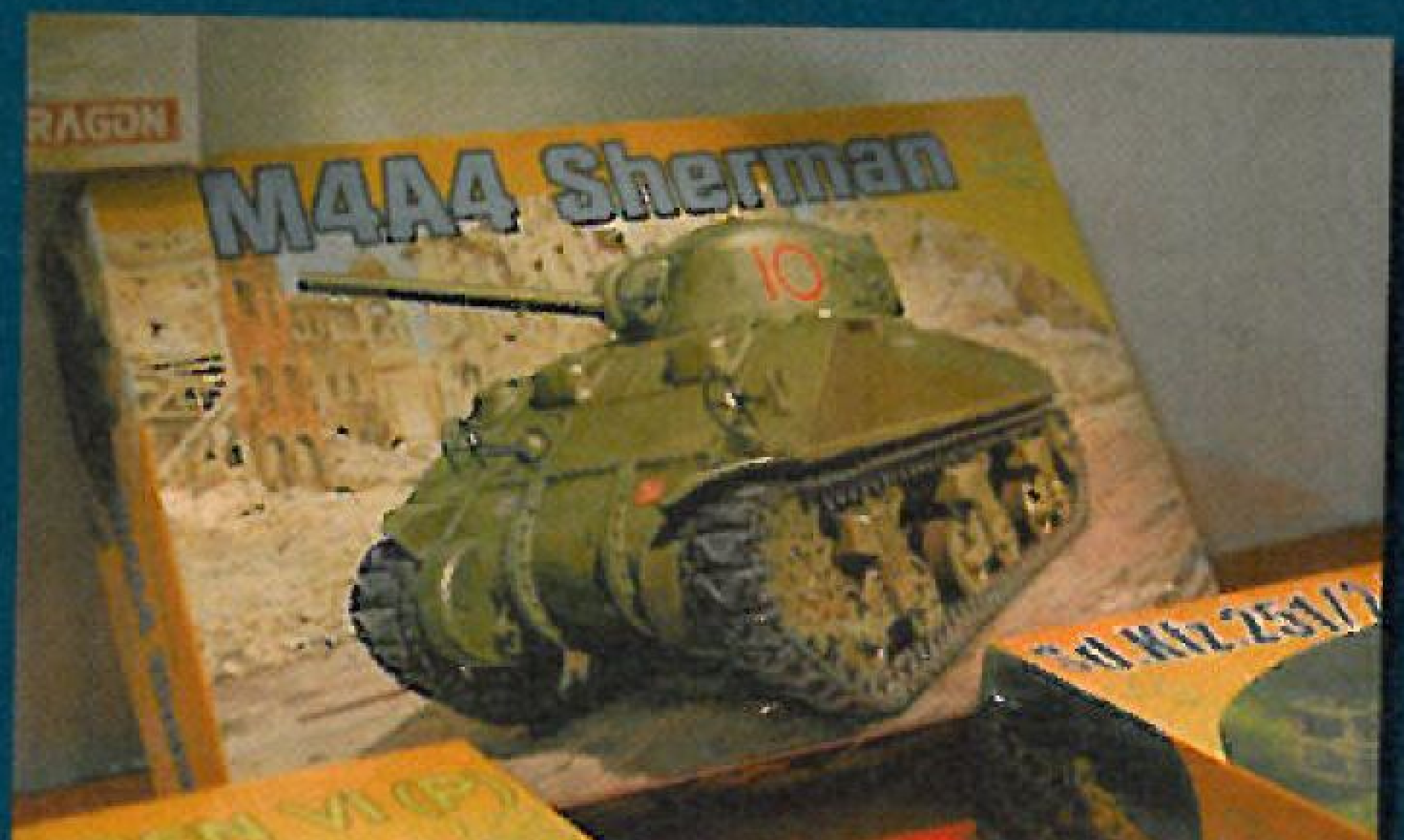
Best Value Models, distributed by the French manufacturer Azimut has produced this neat combi-kit based on the Heller GMC 2.5 ton truck, featuring the maxon quad .50 mount.



Trumpeter were still displaying the Stryker they had on their stand last year. This kit should be hitting the model shops any time now!

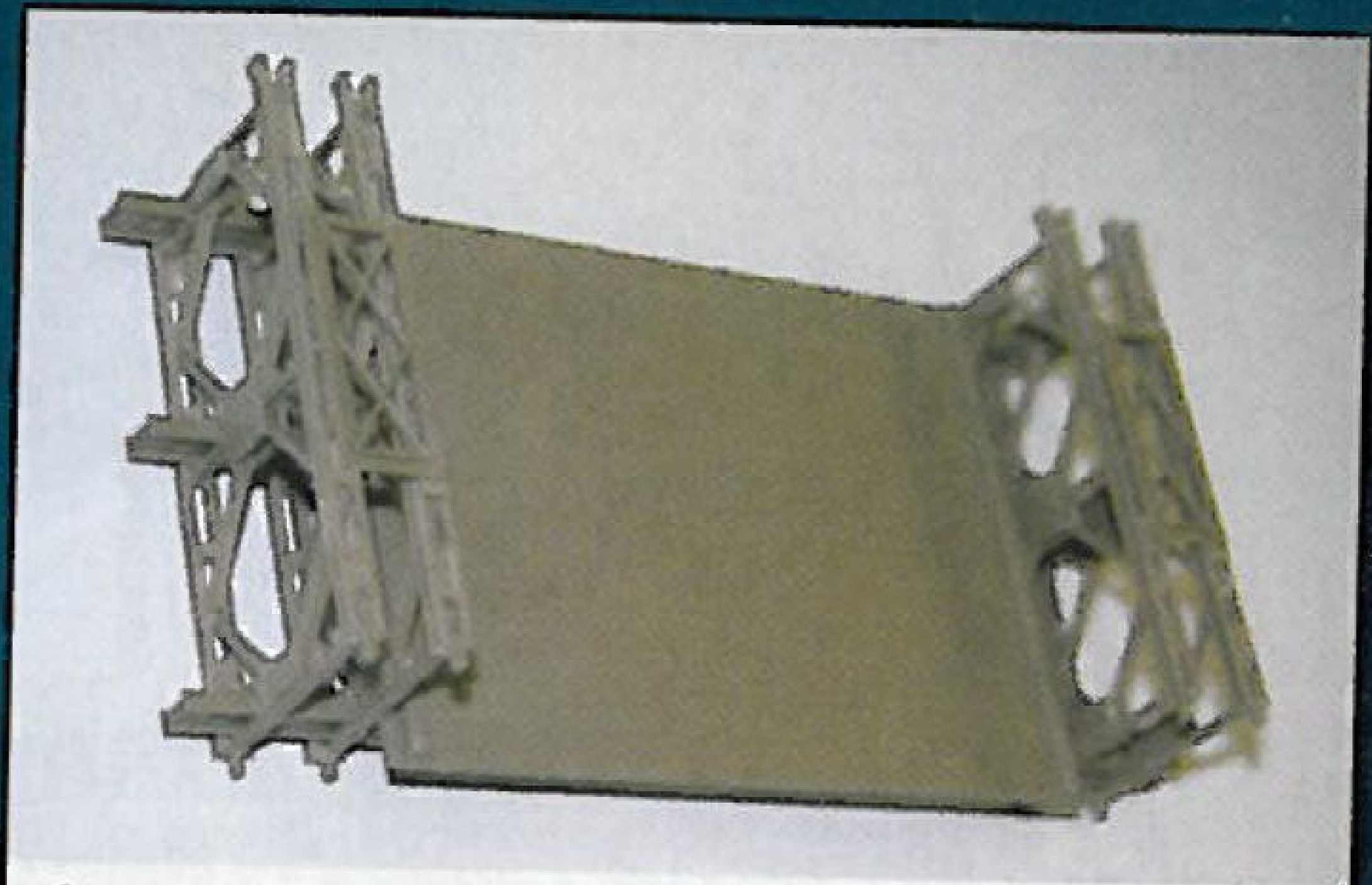


One of the models that has been needed for a long time in 1:48 is the ubiquitous GMC 2.5 ton truck. A great subject for both armour and aircraft modellers in quarter scale.



Following on from Dragon's recent Firefly kits in 1:72, the next in the line is the M4A4 armed with the standard 75mm gun.

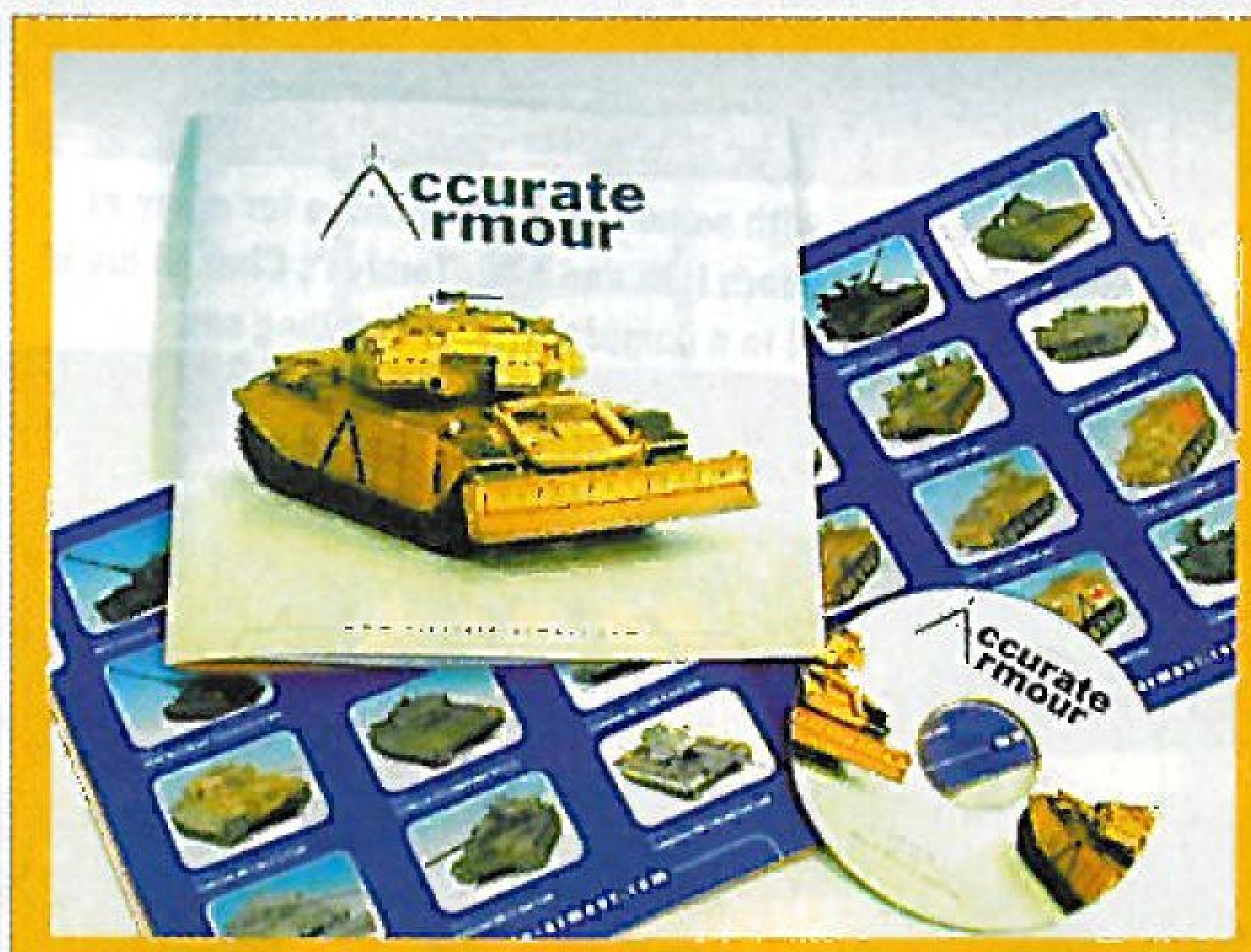
Tamiya's all new 1:16 radio controlled Panther G (late) looked impressive as a static model, but even better when being demonstrated.



A section of Bronco's Bailey bridge was on display at the Universal Hobbies stand. Plenty of potential with this one. Expect to see lots of big 1:35 dioramas in the near future.

Italeri had an early 3D rendering of their new Staghound MkI armoured Caron display along with box art for the 1:48 RAF Chinook HC.1 helicopter.

Trumpeter's big and impressive looking 1:16 M16 MGMC.



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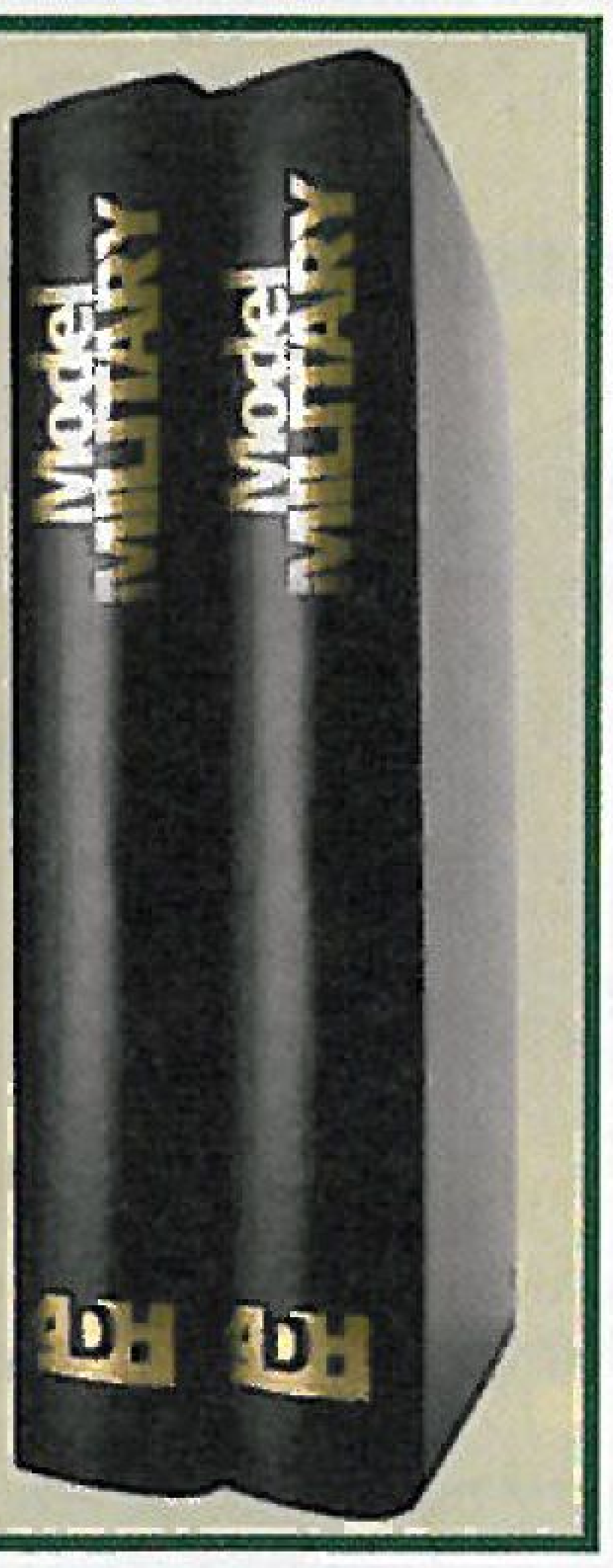

How to Build Tamiya's Steel Wheeled Tiger I

Only £11.95 + shipping (UK £1.50) (Europe £2.00) (World £4.00)

The Tiger I is one of the most popular modeling subjects in 1:35 scale, with probably more versions produced by more manufacturers than any other armored fighting vehicle. In this book, world-renowned modeller Angus Creighton takes a break from writing for Tamiya Model Magazine International and concentrates on the Steel Wheeled version of the famous German WW2 Tank.
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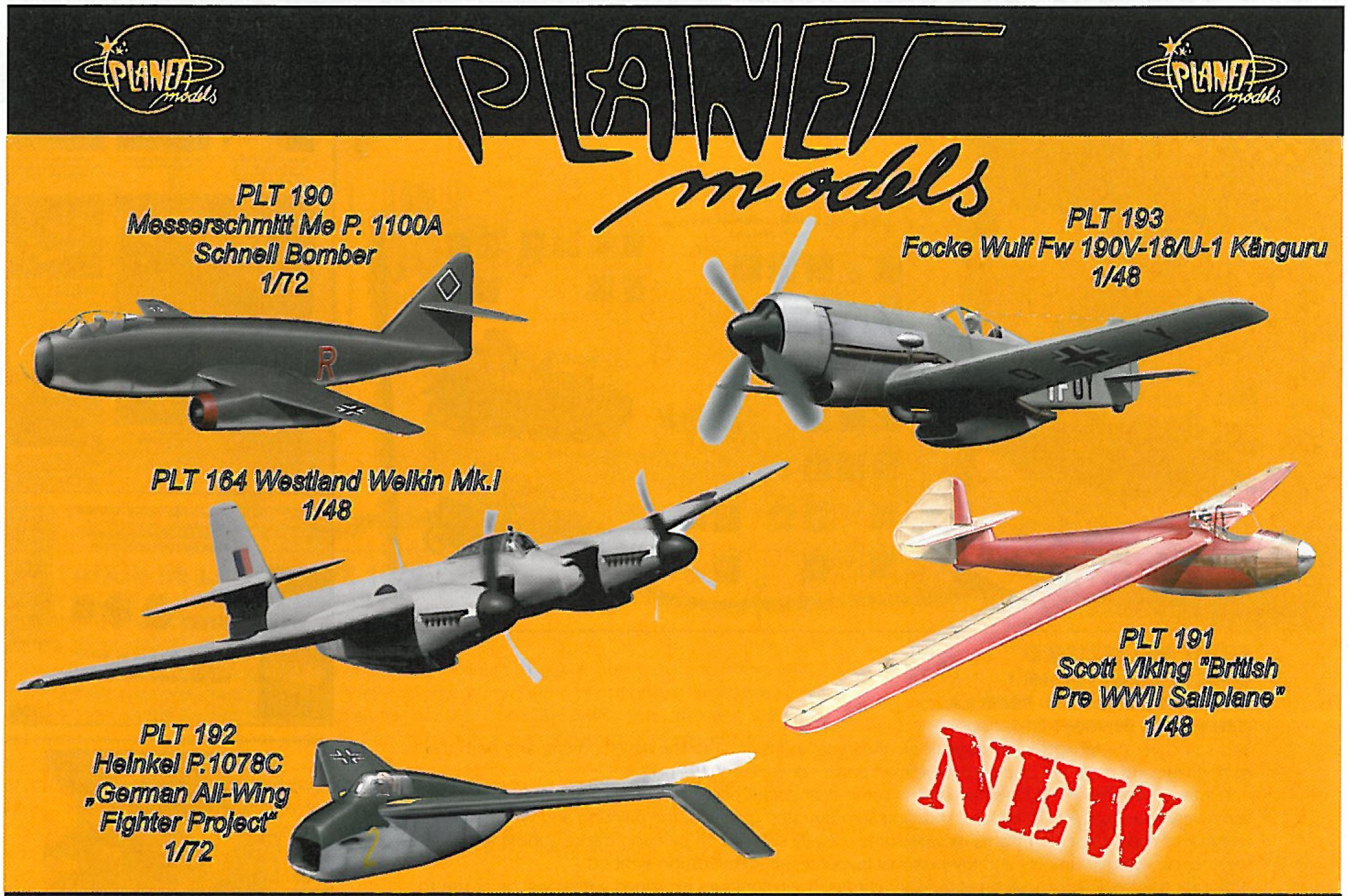

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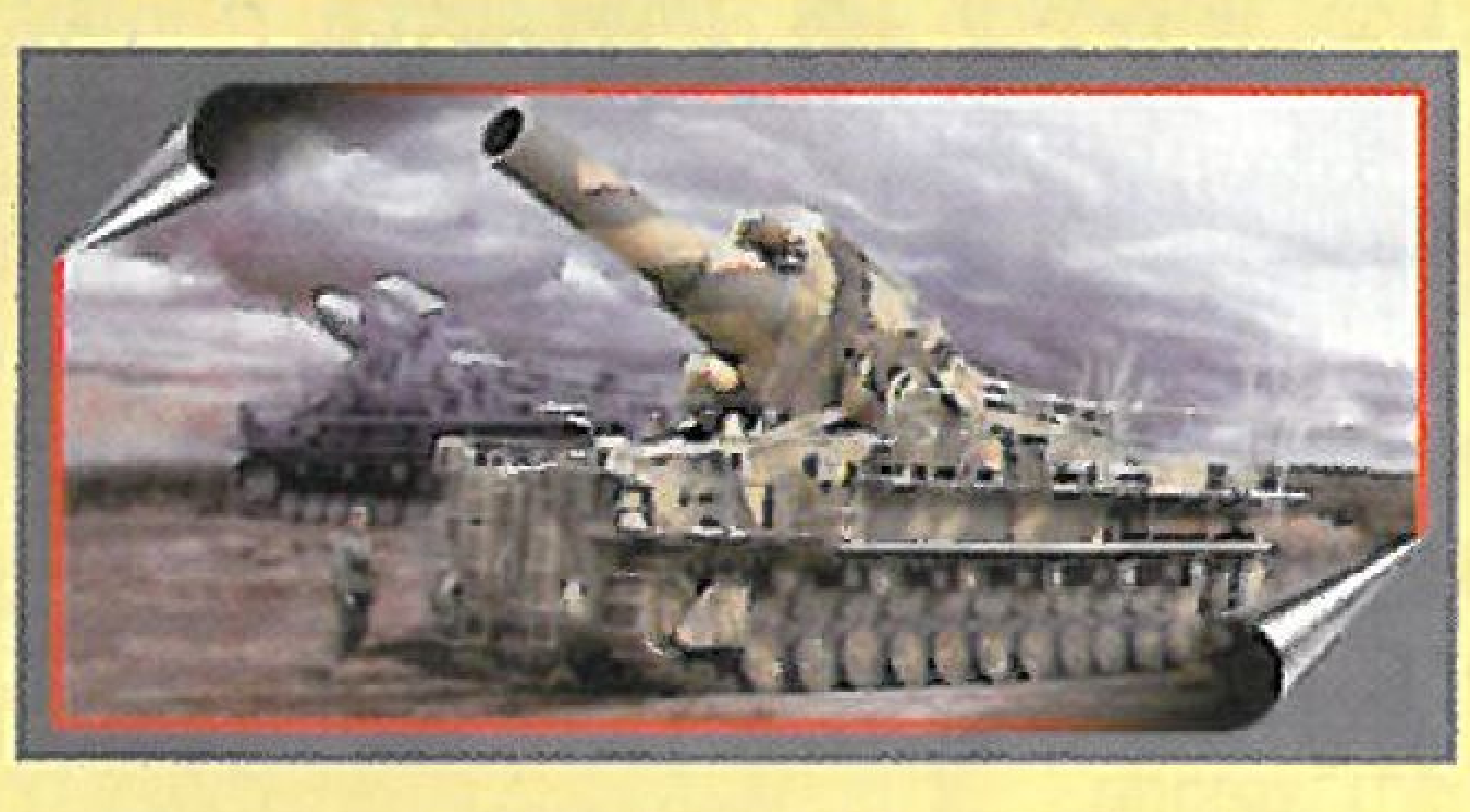

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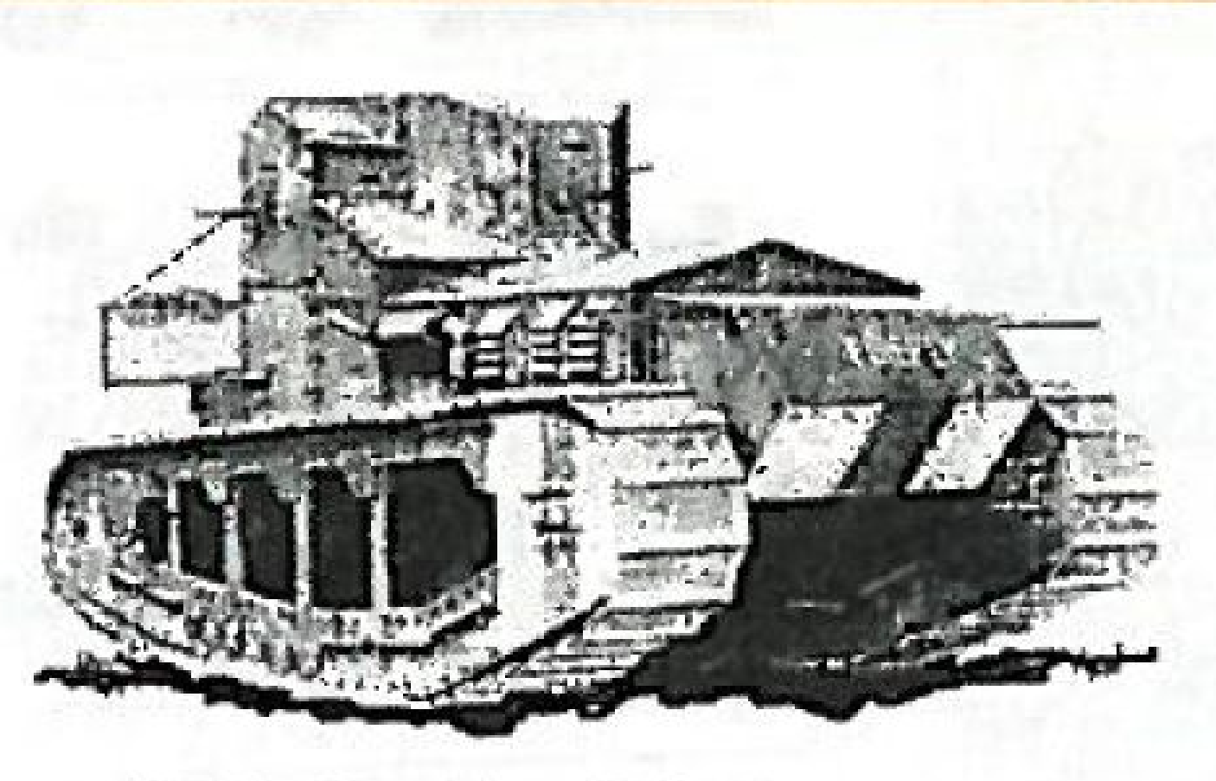

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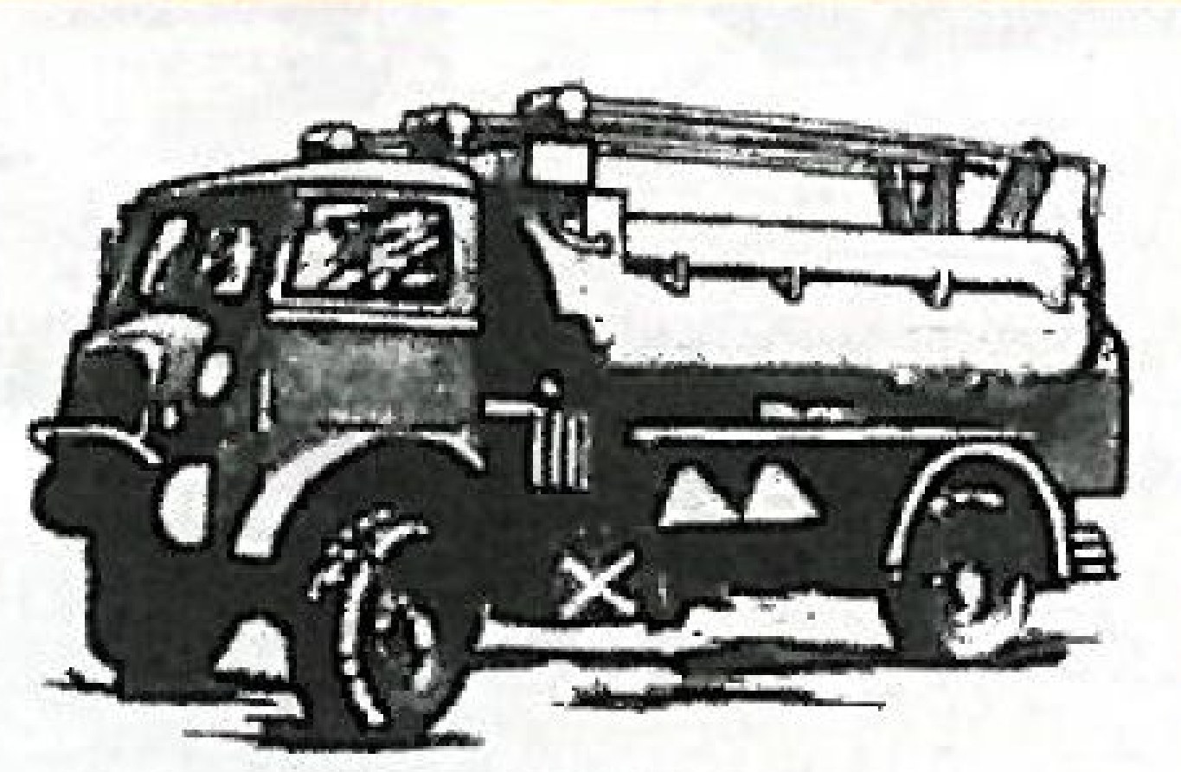

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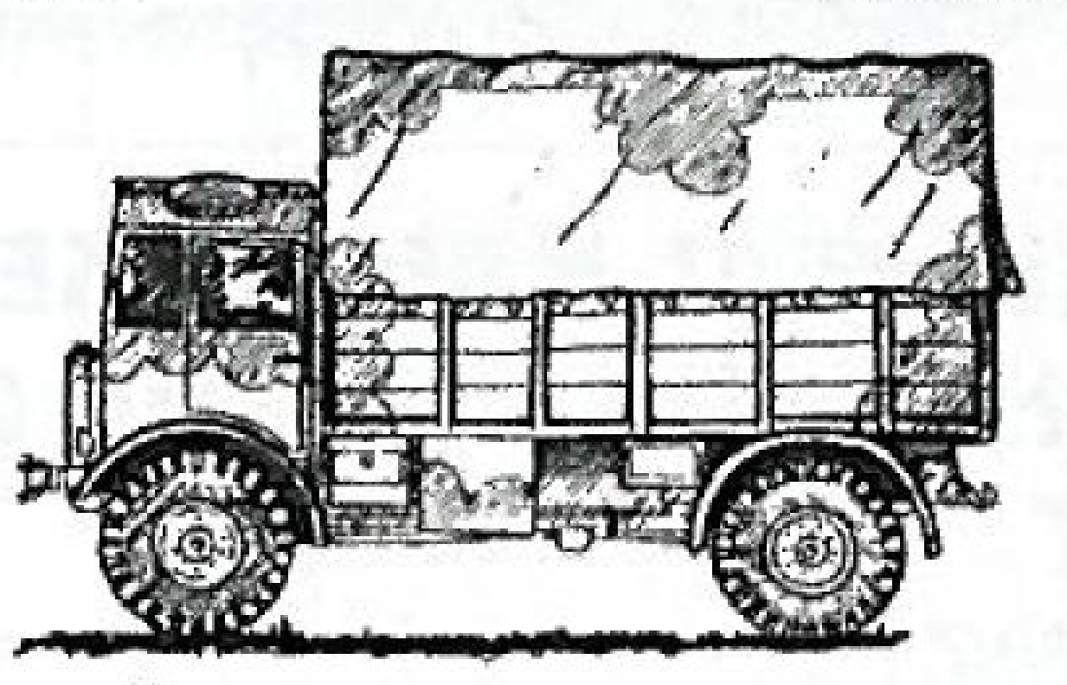

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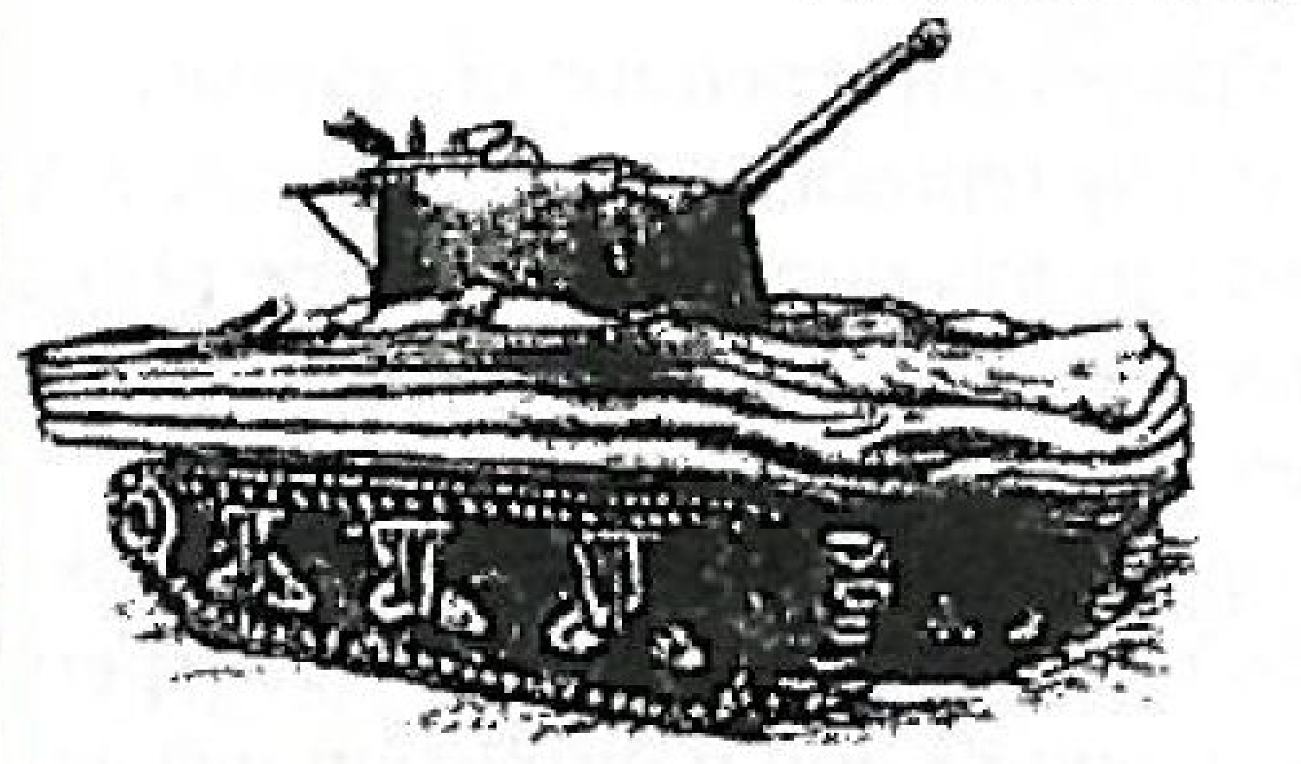

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Book Reviews

MONOGRAPH
euro MODELISMO
TANKS IN RUSSIA I
STEP BY STEP
EMBLEMS USED BY GERMAN CREWS IN THE EASTERN FRONT, 1941-42

Preparing the white coat. Note the masking of the areas that will keep the underlying grey coat.

To avoid damaging the numerals are masked.

Different smudges to represent painting are done freehand with a brush.

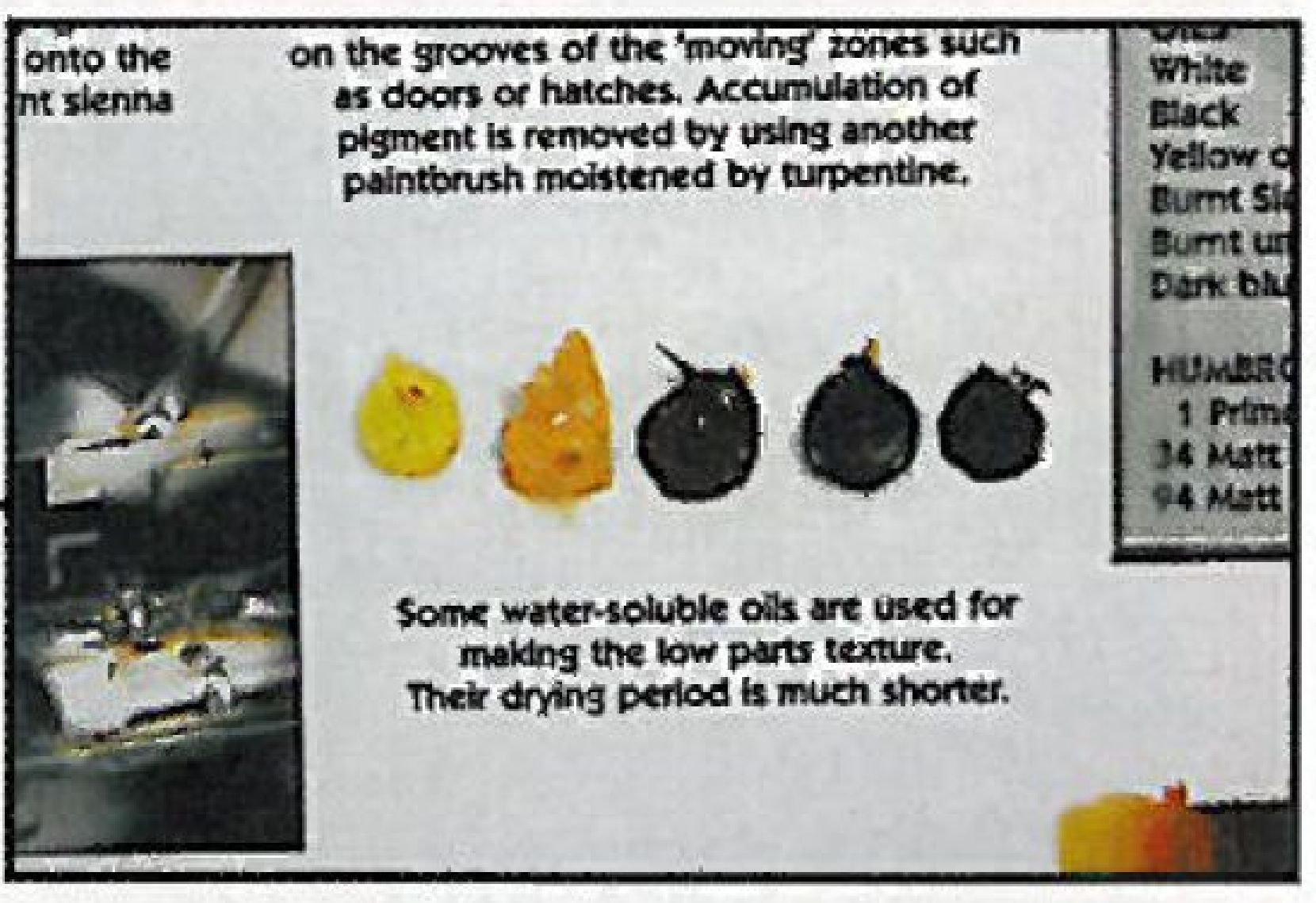
Combining the use of masks and the freehand painting makes general smudges.

Selective airbrush over the brushstrokes to soften the edges and achieving a more subtle effect.

Some selected areas are airbrushed for softening the edges of the brushstrokes.

More dirt using blue and brown oil wash.

Brown shades mixed to blue, red, scarlet and burnt umber will be applied on the engine, mudguards, joints and the

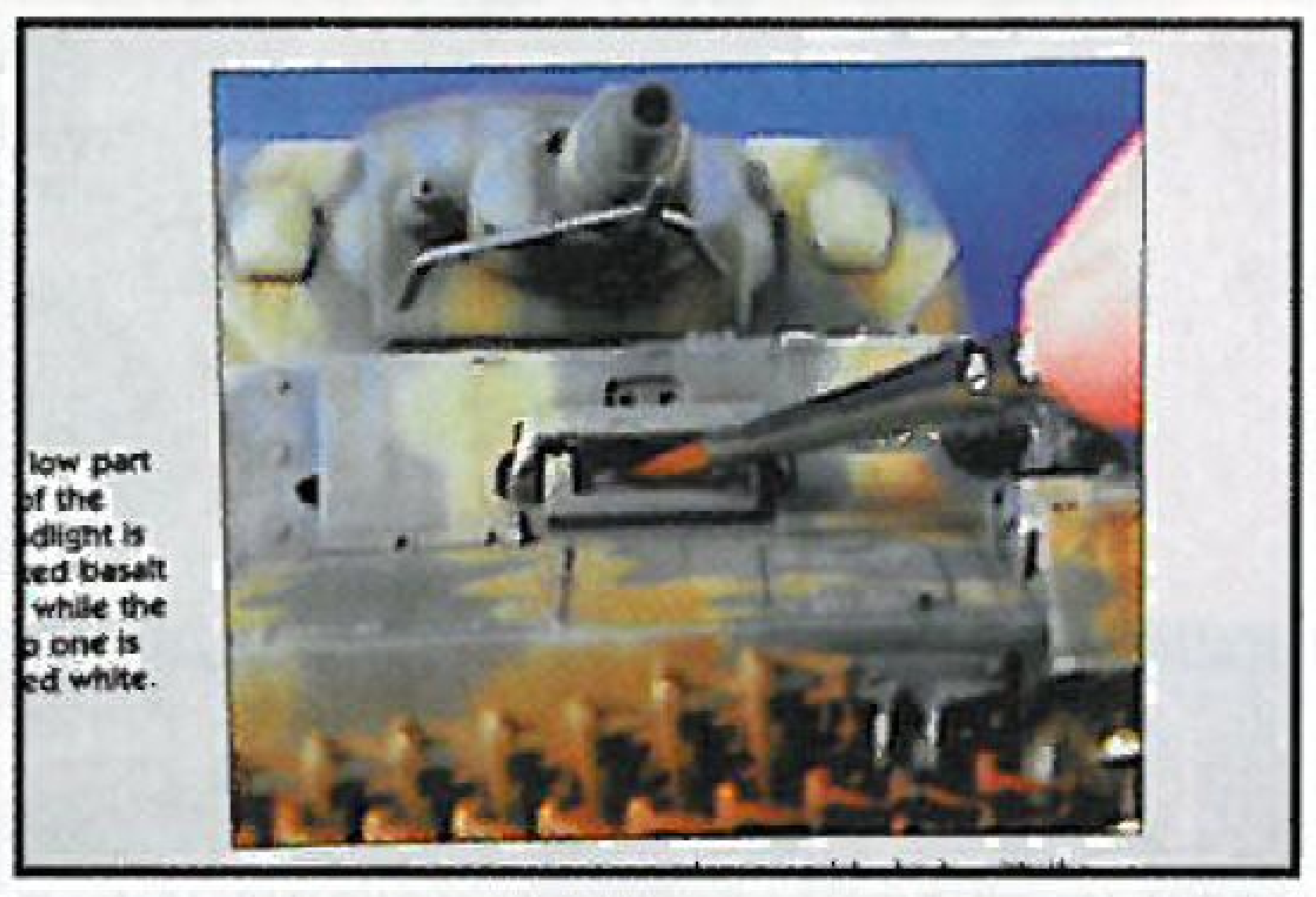

onto the
nt sienna

on the grooves of the 'moving' zones such as doors or hatches. Accumulation of pigment is removed by using another paintbrush moistened by turpentine.

White
Black
Yellow o
Burnt Si
Burnt u
Dark blu

HUMBR
1 Prim
34 Matt
94 Matt

Some water-soluble oils are used for making the low parts texture. Their drying period is much shorter.


low part
of the
dlight is
ed basalt
while the
one is
ed white.

EURO MODELISMO

TANKS IN RUSSIA VOLUME 1
PUBLISISHED BY ACCION PRESS S.A.
ISBN (VOL 1) 84-95464-04-7

This soft cover A4 formatted 68-page book gives you an insight into the development, and both the camouflage and makings used by the German panzer divisions of 1941-42.

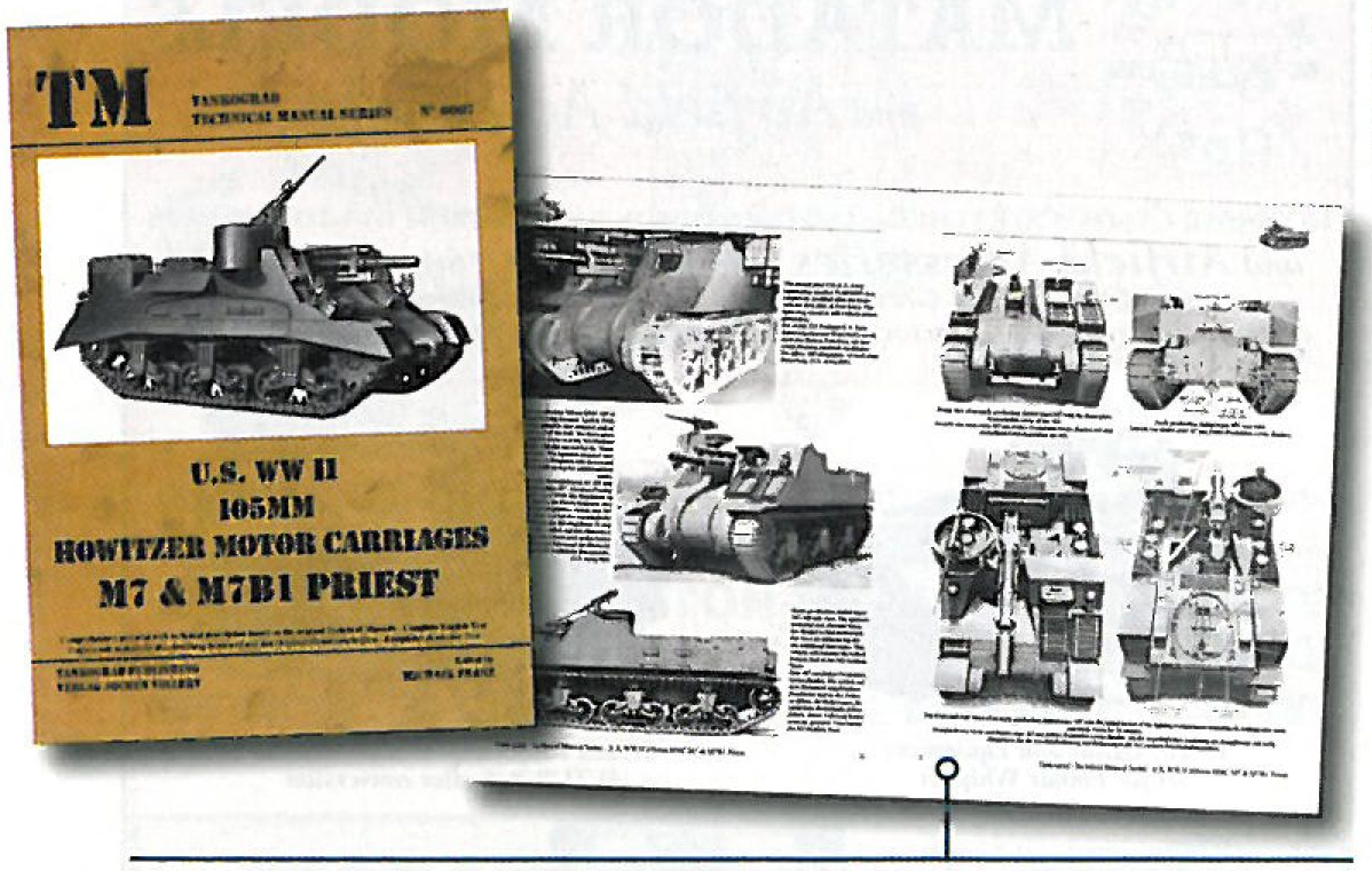
Consistent with the period, this book offers some clear colour plates of the Pz I,II III and IV along with some very nice examples in kit form showing step buy step guides to the painting and weathering techniques used. Other highlights include some usefully sections on painting tracks, vehicle ancillaries, weathering vehicle numbers and my personal favourite, air identification symbols.

Although this book is focused on early War vehicles, the techniques explained within will be of use to anyone wanting to improve their techniques, no matter what period their armour modeling lies.

Recommended.

Available from www.historex-agents.co.uk

Martin Smith



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Inside this volume you will find forty eight pages crammed full of original wartime manual photos, all of which are crisply reproduced and informatively captioned in both German and English. Add to this numerous wartime photos then this book will allow you to identify the various upgrades that this long lasting gun platform experienced. If you are wanting to detail the old Italeri kit or are waiting to see how the upcoming Academy kits fair then this books shouldn't be far from your side. This has to be the best £8 you will ever spend particularly as the details on the suspension, engine and transmission will also be very useful for those wishing to detail Sherman kits. This is what good reference material is all about.

Highly recommended

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Graeme Carruthers

2 Photo Gallery
NIKOS B. LIVIDAS
Panzerkampfwagen III
Sd. Kfz. 141
120 detailed colour photos
+26 colour 3D plates by MANUELE VILLA
13 colour profiles

SD.KFZ.141 PANZERKANPFWAGEN III PHOTO GALLERY AND PROFILES 2

NIKOS B. LIVIDAS, PERISCOPIO PUBLICATIONS
ISBN 960 8345 82 0

New from Periscopio Publications, comes their first book to focus on armour, namely, the German Panzer III.

The first 8 pages contain the majority of the book's text, covering the vehicle History, different variants and operational use, with both the Germans and foreign users. There is also a list of references used, a nice touch and very handy for those wanting further reading on the subject.

The following pages are an assortment of captioned, colour photographs and close-ups, showing the detailed features and highlighting the differences between the various versions. As for the actual vehicles, the book focuses on four of the remaining Panzer III's, now kept in the three of worlds major armour museums, Saumur, Munster and Bovington.

The final 17 pages are dedicated to computer generated 3D images, showing various colour schemes and markings. Whilst I'm not a huge fan of this type of illustration, these are actually some of the better ones I've seen.

Available from www.squadron.com

Recommended.

Martin Smith

LES MATÉRIELS DE L'ARMÉE FRANÇAISE
3
LES CANONS DE LA VICTOIRE 1914-1918
TOME 1
L'ARTILLERIE DE CAMPAGNE
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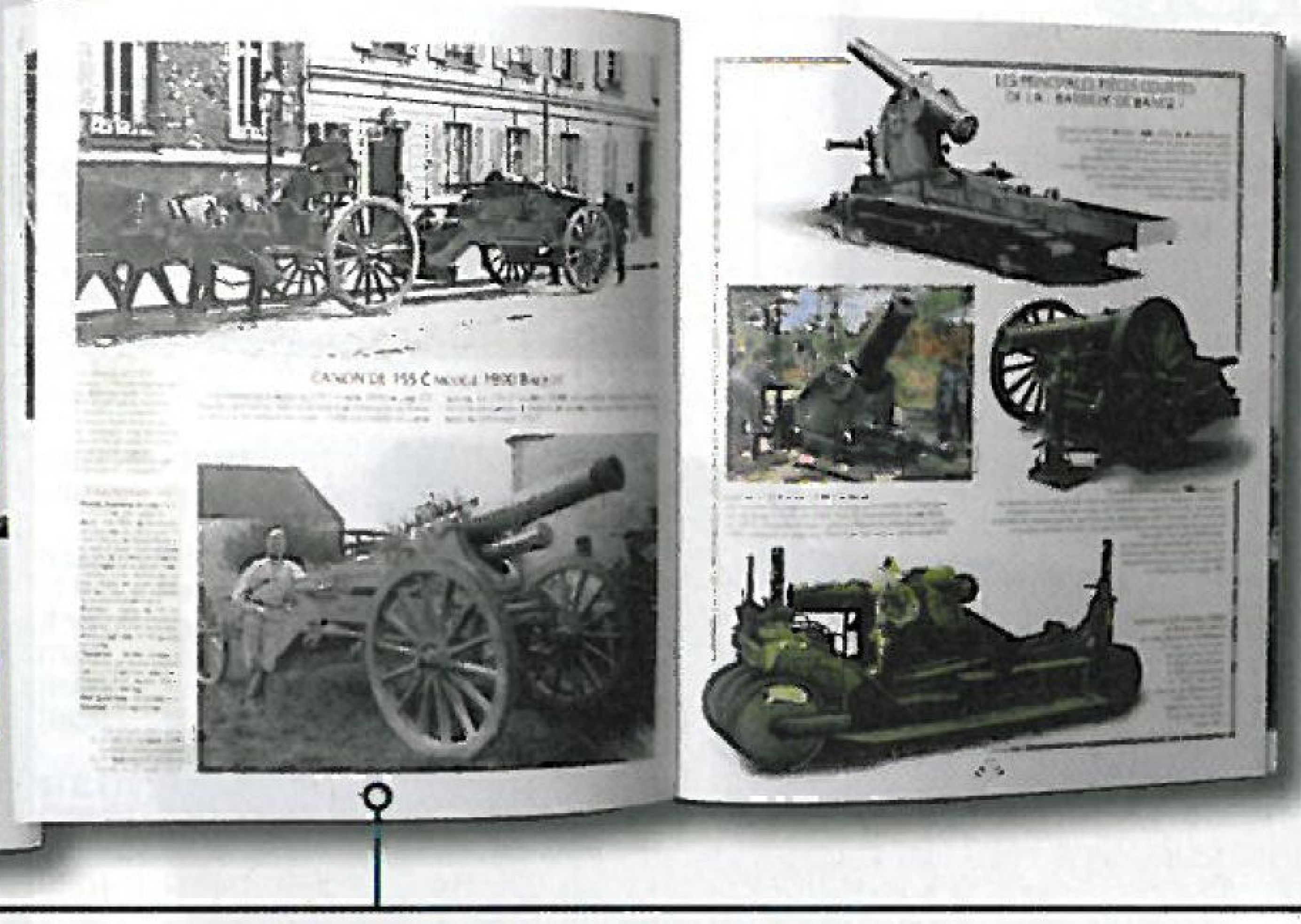


LES CANON DE LA VICTOIRE 1914 - 1918

PIERRE TOUZIN AND FRANCOIS VAUVILLIER

HISTOIRE & COLLECTIONS

ISBN 2-35250-022-2

As you have probably gathered from the title, this is a French language only publication from H&C. It is the third in a series covering French Army equipment from WWI. Those of you familiar with H&C books (Tigers on the Eastern Front, Tigers on the Western front, The British Soldier etc etc) will know that they are quality publications, profusely illustrated and at a reasonable price - this offering is no exception.

This small volume of 64 pages reviews the 36 or so different artillery patterns of field guns, field howitzers and field mortars used by the French Army on the Western front from 1914 – 1918 (I understand that another volume will cover extra heavy railroad artillery and other speciality weapons).

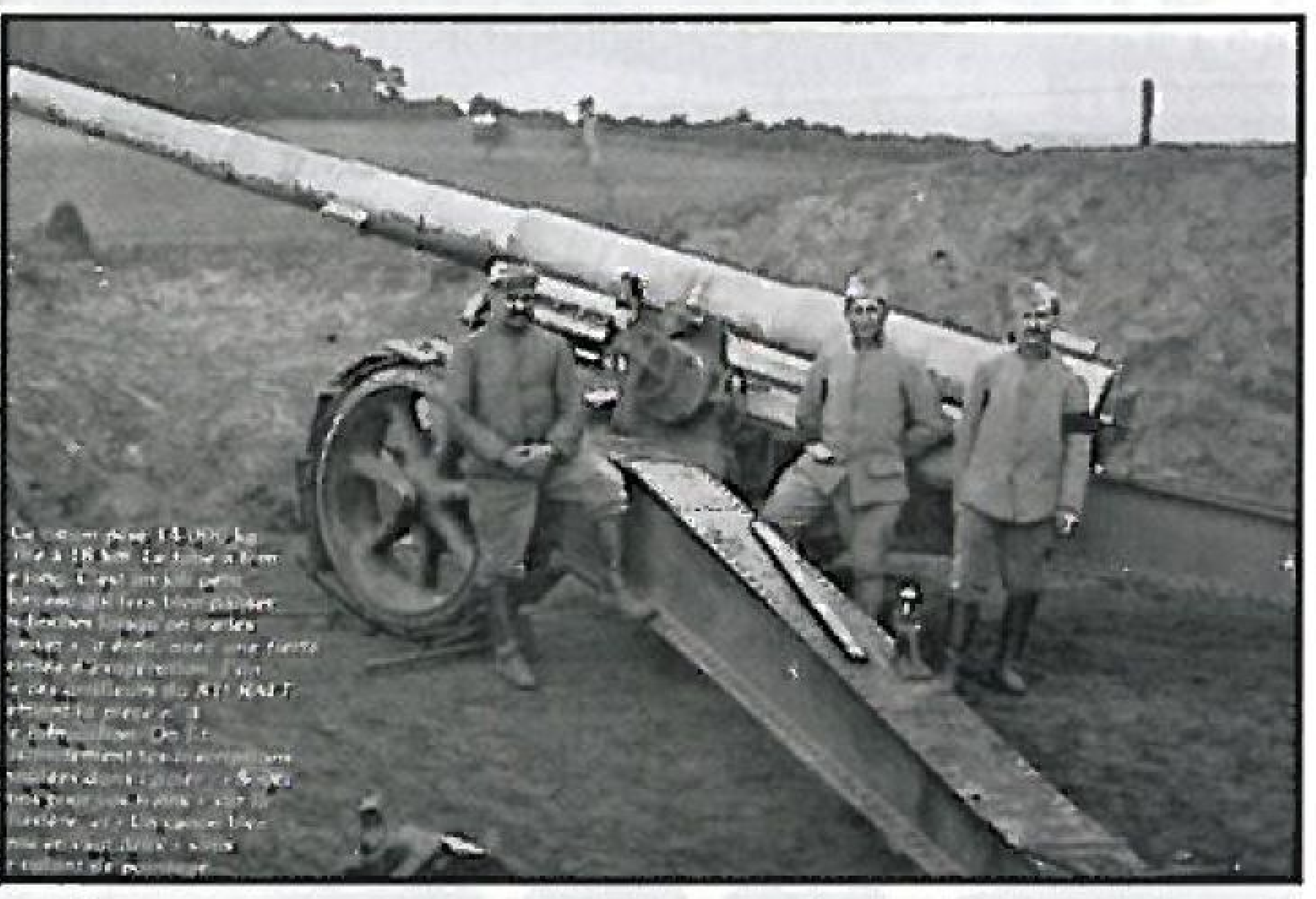
The text, which is relatively short, is supported by115 black and white photos and 17 in colour, all of which are clear, sharp and well chosen.

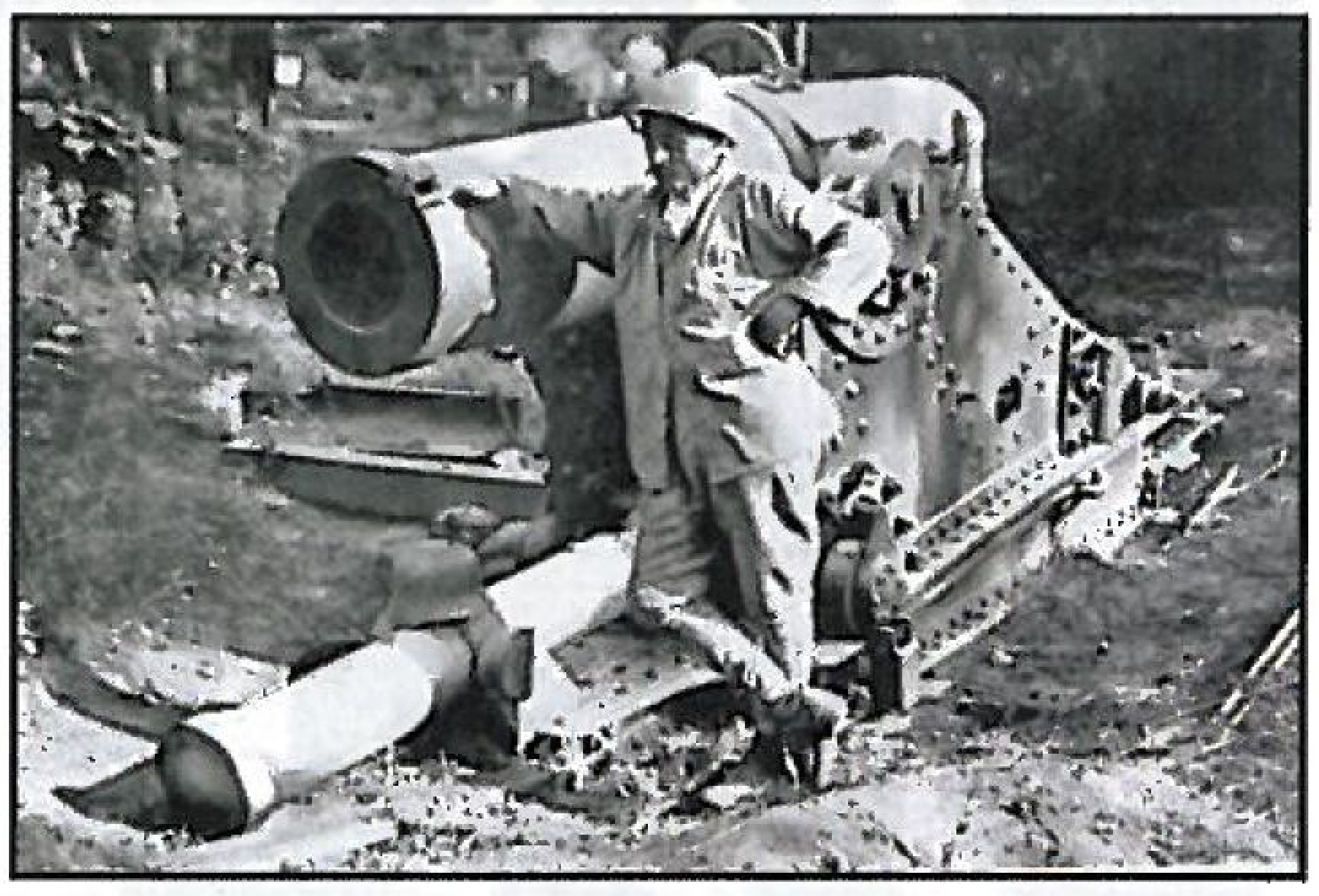
Don't be put off by the language as it is fairly straightforward to work out what is being said particularly if you have a smattering of schoolboy French!

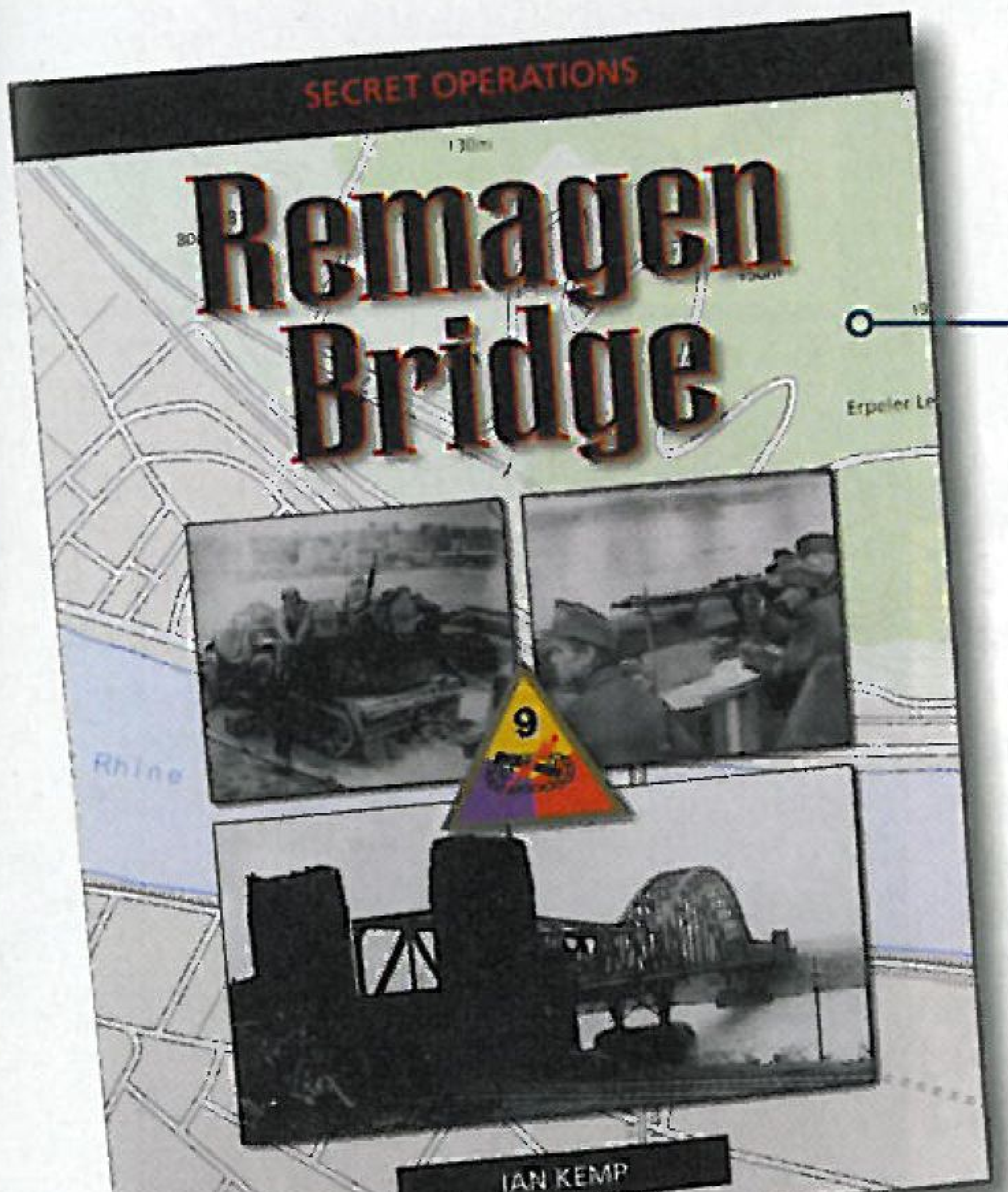
Highly recommended especially if you have any interest whatsoever in artillery and at about a tenner, it is a bargain.

Available from www.histoireetcollections.fr

Paul Egerton







REMAGEN BRIDGE

IAN KEMP

IAN ALLAN PUBLISHING

ISBN 0-7110-3094-4

Another in Ian Allan's Secret Operations series this time covering the American capture of the Remagen Bridge across the Rhine. This particular bridge was of strategic importance as it was one of the few left standing (for 10 days at least!!) enabling the Americans to establish a significant bridgehead across the Rhine without the requirement for a waterborne crossing.

The action is covered in 96 pages with approximately 150 illustrations, the majority of which are black and white photos. There are chapters on:-

- Ludendorff Bridge (the name of the bridge, Remagen was the town!)
- Allied Plans
- Capture of the Bridge
- Actions Post Capture
- Consolidation
- Bridge Collapse
- Aftermath

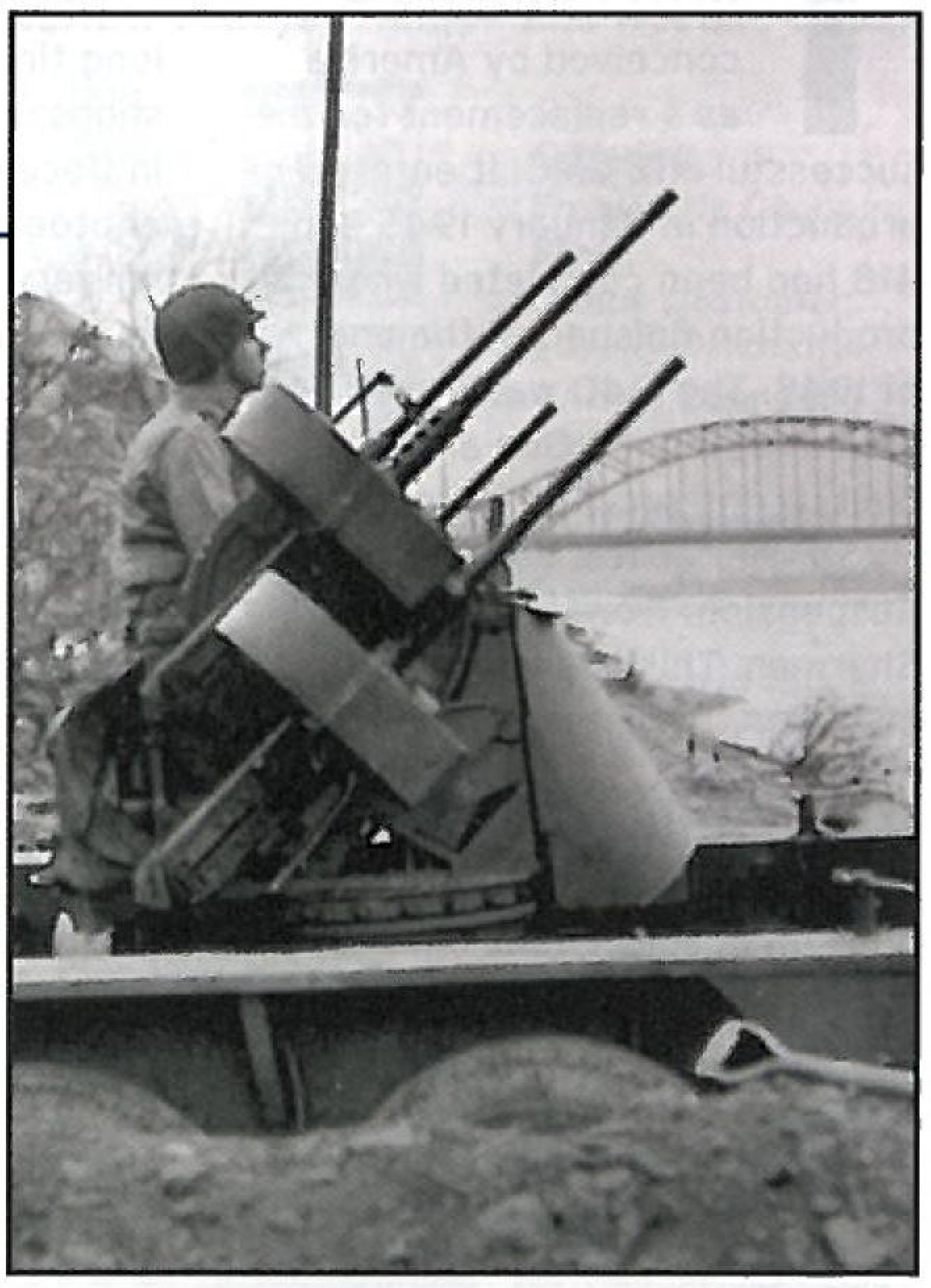
What I particularly liked about this volume was the superb range of large, period photos that supported the text very well indeed. Among them were some gems (German siege mortar, Nebelwerfer, M18, M26) and the subsequent diorama potential is enormous.

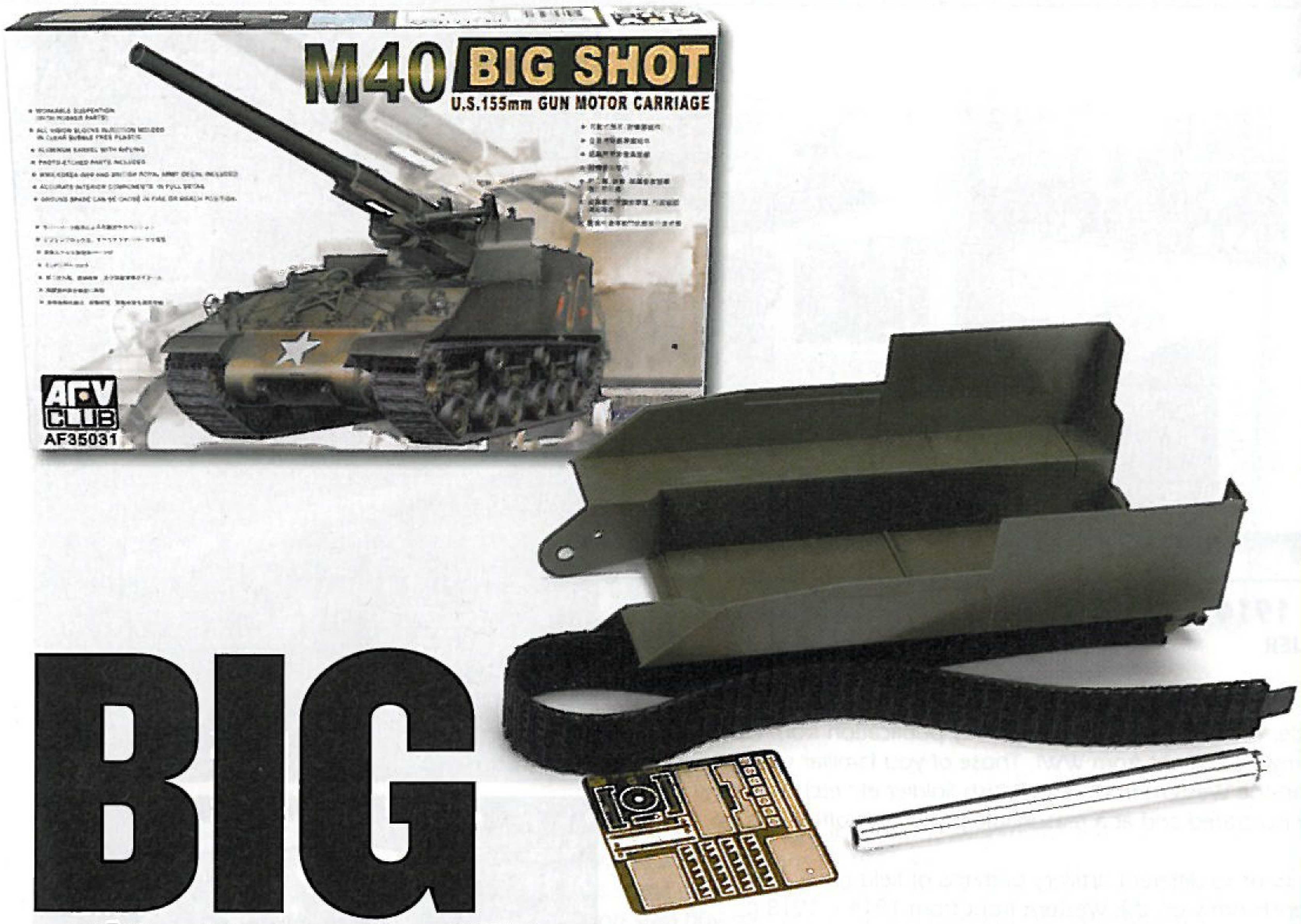
A very good book indeed and well worth adding to the library. This series seems to go from strength to strength

Available from www.ianallanpublishing.co.uk

Paul Egerton

3
'We Have A Bridge Intact Over The Rhine'





BIG SHOT

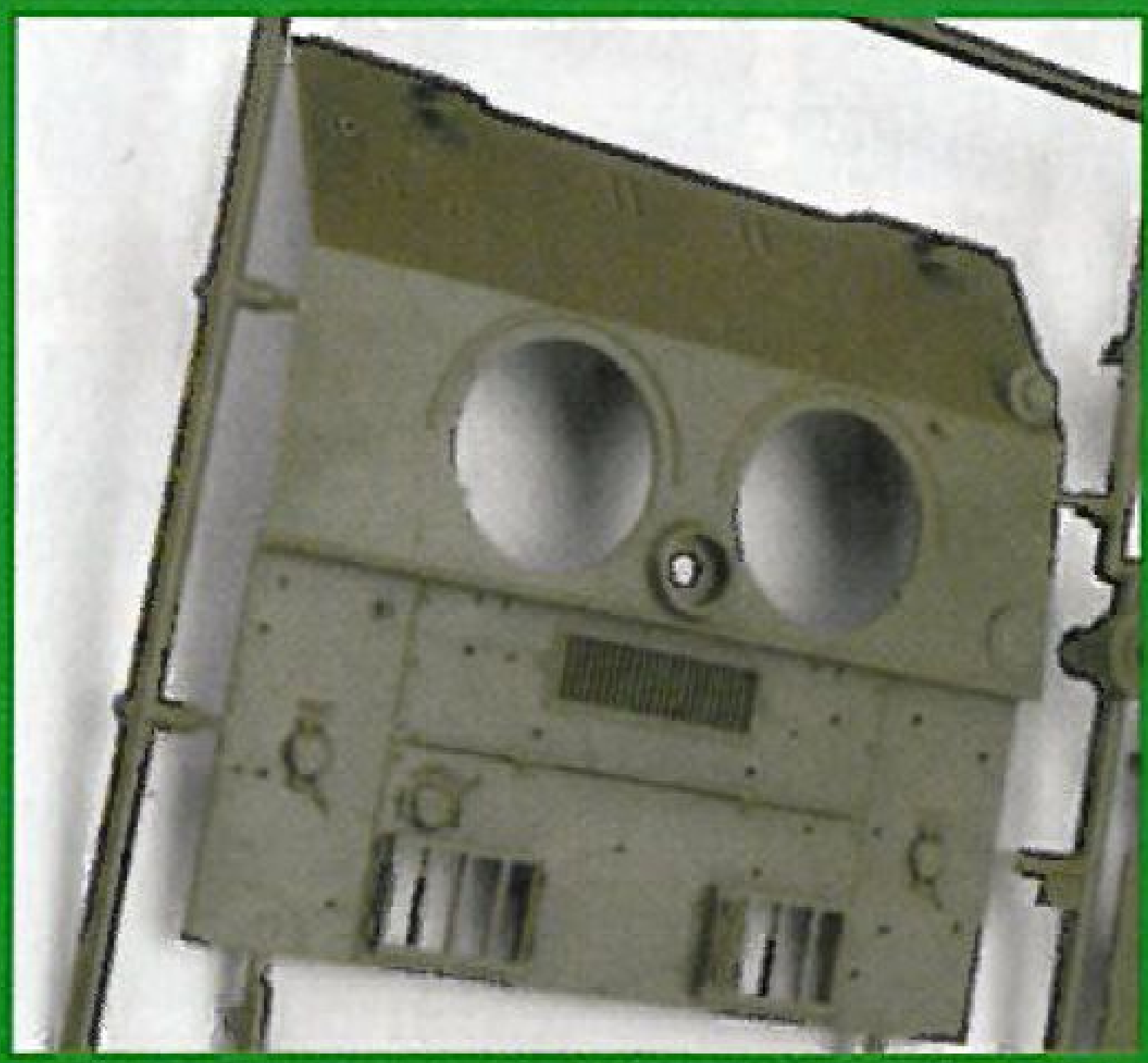
Andrew Willis checks out AFV Club's latest artillery piece, the M40 Gun Motor Carriage.

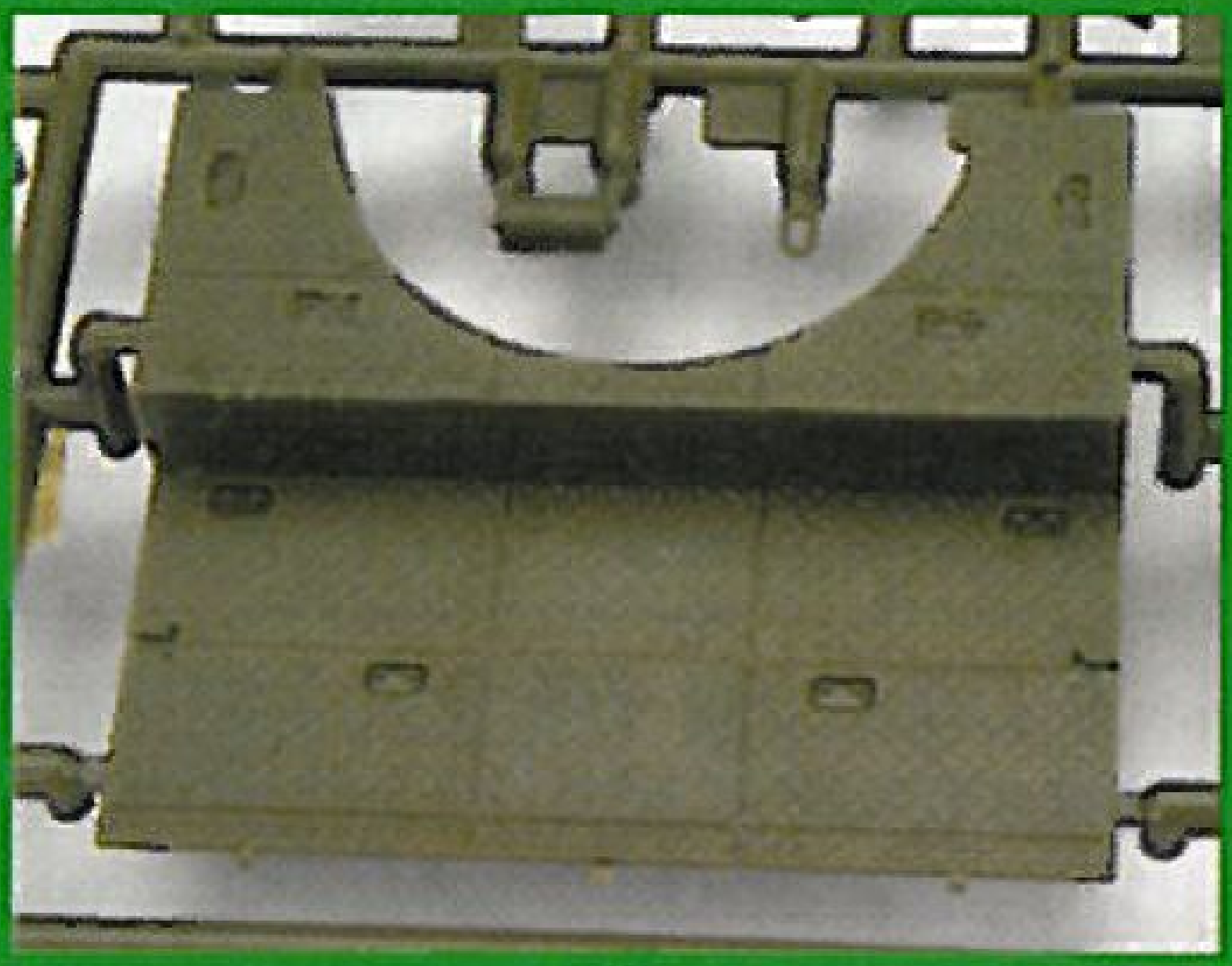
The M40 GMC (Gun Motor Carriage) was conceived by America as a replacement for the successful M12 GMC. It entered production in January 1945 and 418 had been completed when production finished at the end of 1945. The M40 was armed with a 155mm M1 Gun and was built on the recently introduced HVSS (Horizontal Volute Spring Suspension) from the M4A3E8 Sherman. This is a very good indicator to the mass production might of the U.S. in the Second World War; for a while Germany had to base its self-propelled guns on obsolete tank chassis the Americans could use their latest, without front line tank units going short. There was also an 8 inch Howitzer armed version designated M43. One prototype of each version saw service with the Zebra Mission. The idea behind the Zebra Mission was to test as much of the new weaponry as possible in actual combat conditions before the war ended. Both the M40 and M43 saw much more widespread service in the Korean War, which had broken out during June of 1950. The M40 did not see much service after Korea, but a small number were supplied to NATO under aid agreements.

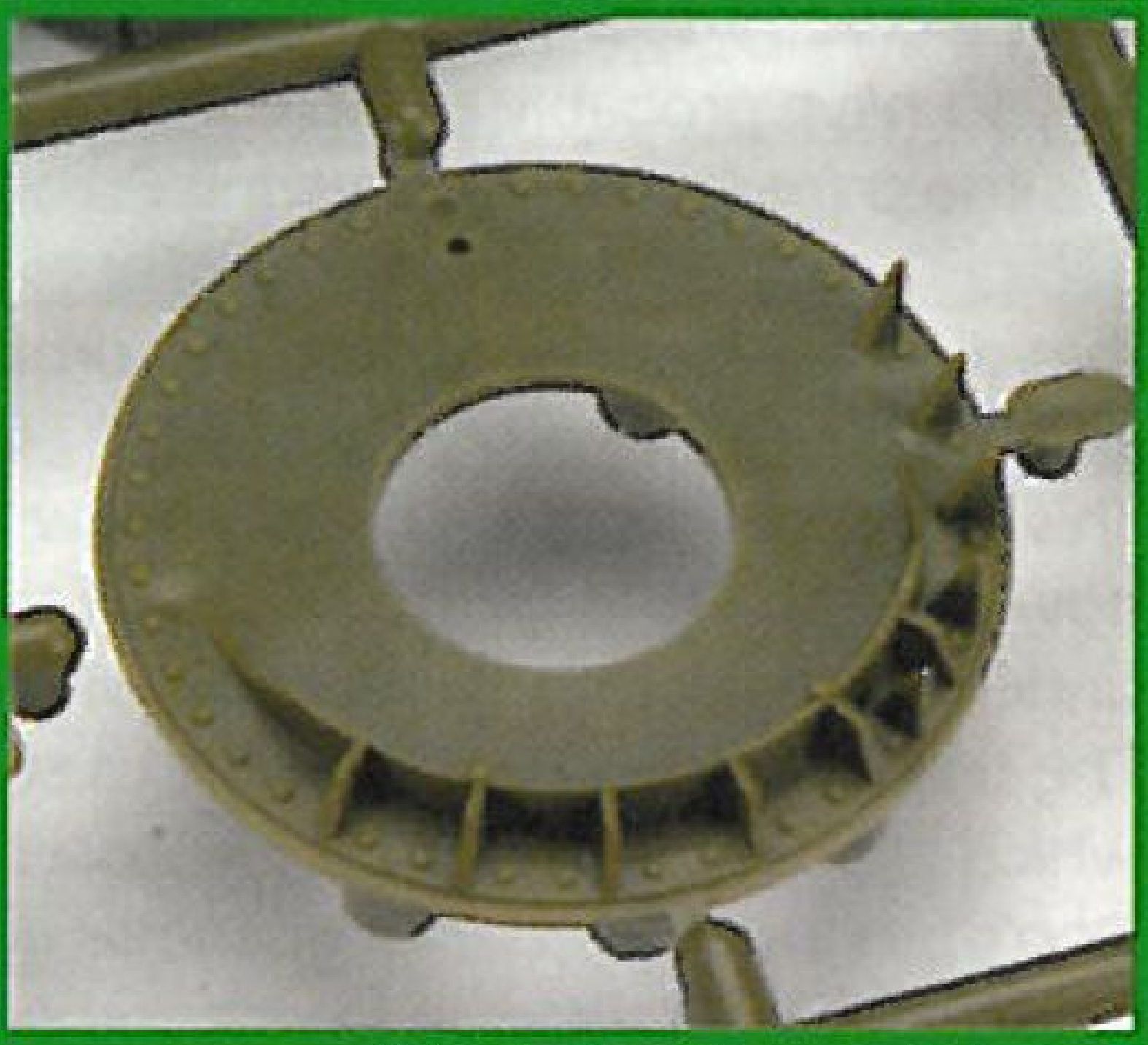
This model has taken quite a long time to actually reach the shops; it was first announced in December 2002. I remember photographing a real M40 at a military vehicle show at Duxford museum in August 2005 and wondering if the model would ever materialise. The M40 kicked up a vast amount of dust as it travelled at a fair pace round and round the arena.

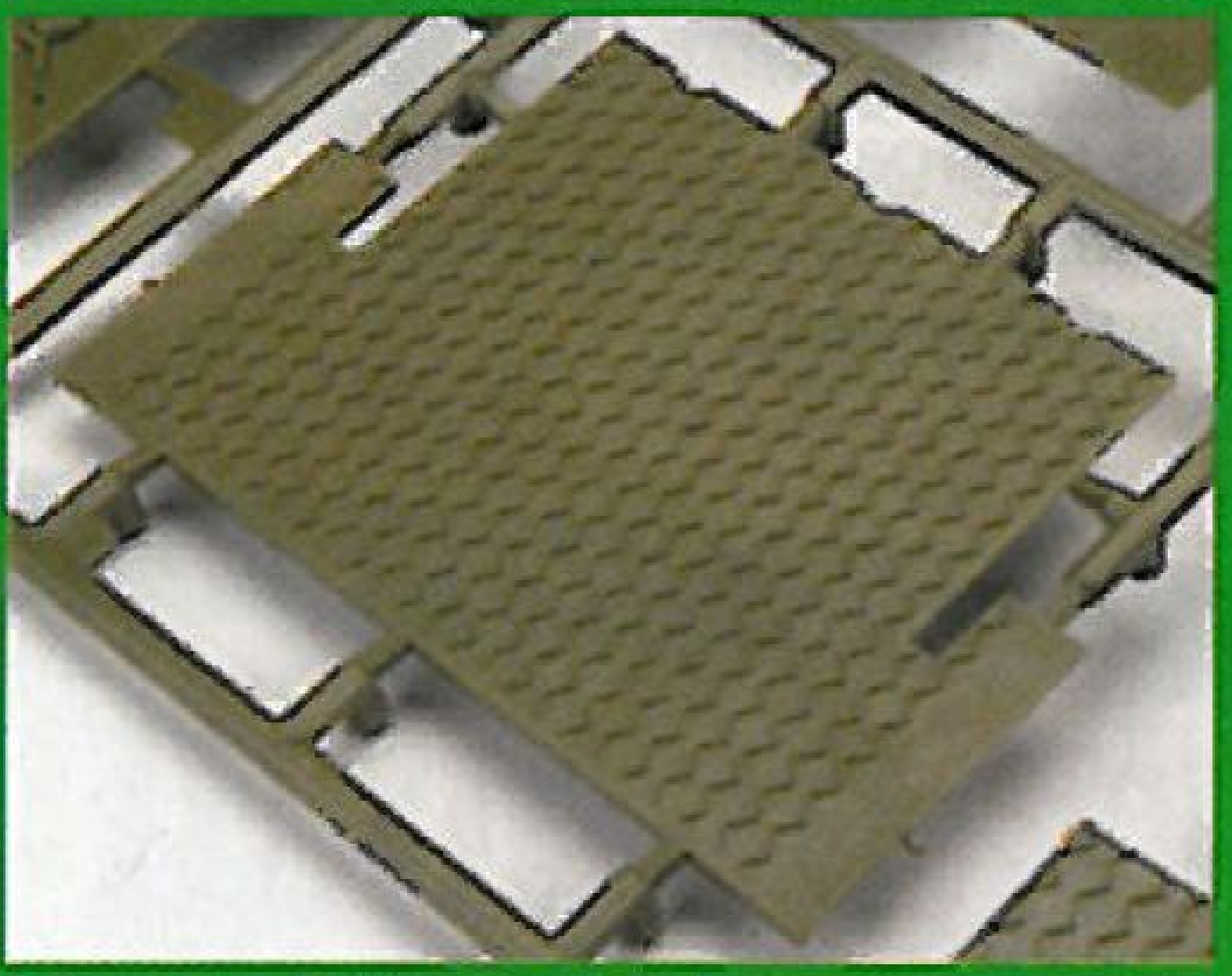
I have to say that the wait has been worthwhile, as this looks a well-designed model. The box contains all the elements now almost considered compulsory i.e. plastic, etched brass, clear plastic parts and a turned brass barrel. The only thing missing is separate link tracks. Having said that, the vinyl tracks supplied look up to the job, being very well detailed and a lot easier to assemble. I was very impressed by the large lower hull that was not at all warped, as I have been finding with some recent kits. The modeller will need to exercise care with this model as there are a lot of fine parts that will need cautious removal and a clean up to avoid any damage. The instructions are also very busy and will need careful studying so as not to make any mistakes. The only problems I am aware of with this kit are; the barrel is possibly too short, and the decal sheet, which gives you "Cyo Charisse" instead of "Cyd Charisse". There are five other decal options if you do not wish to correct the "Cyo": one Zebra Mission and four from the Korean War. It strikes me that this model should appeal to all types of modeller, with an allied interest of course: it can be built straight from the box, or those interested in painting can go to town with the interior as well as the exterior, while the more advanced modeller can detail the interior and correct the barrel length. Whichever option is chosen the modeller will be rewarded with a very impressive replica.

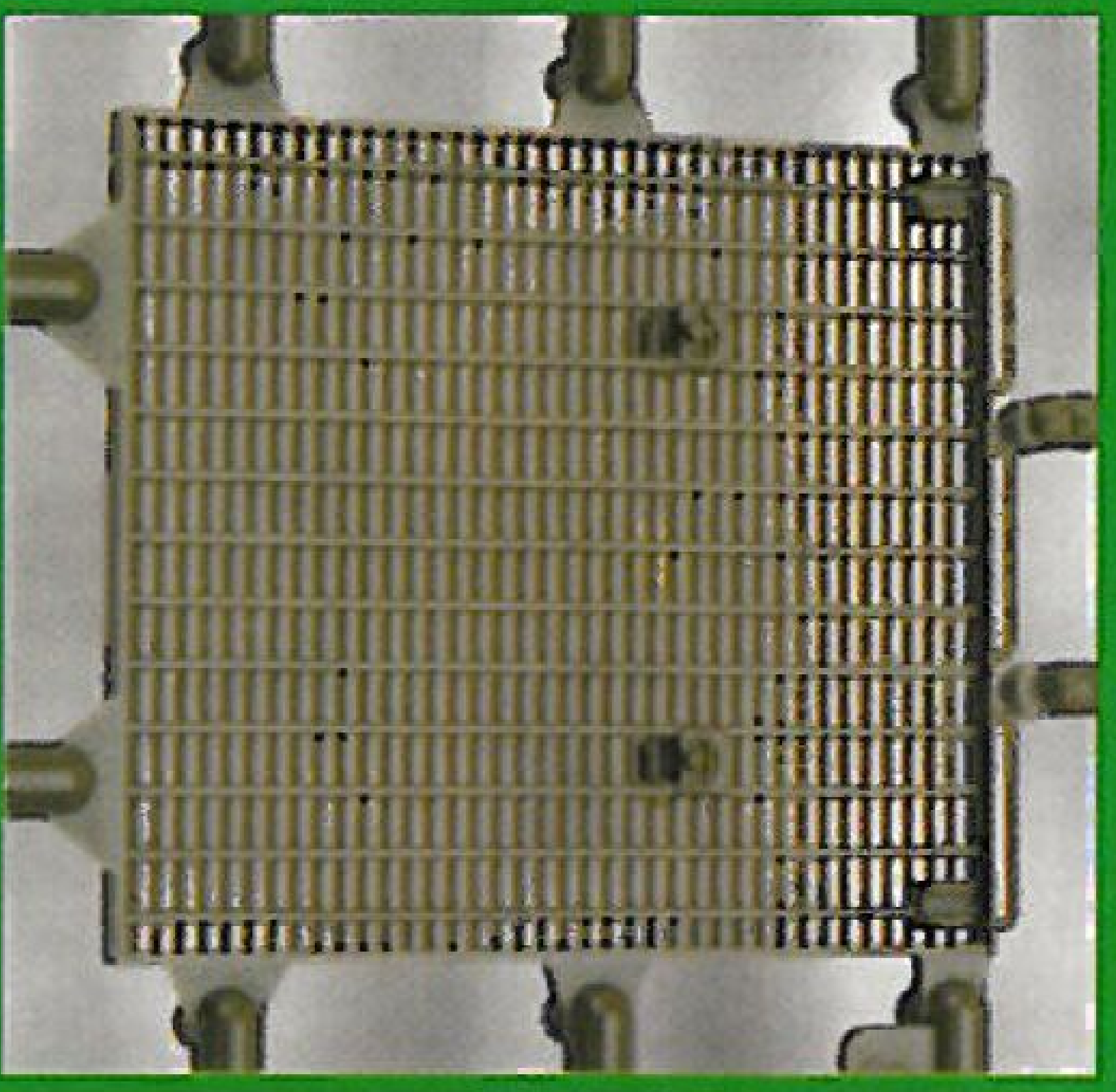
It should be noted that several sprues are marked as M40,43 so it would appear the AFV Club intend at some point to kit an M43, also going back to my earlier statement about how long this model has taken, there are 2004 and 2006 dates on the sprues so several years in the making. All in all a very welcome addition to the not over bulging ranks of Allied self propelled artillery. ■

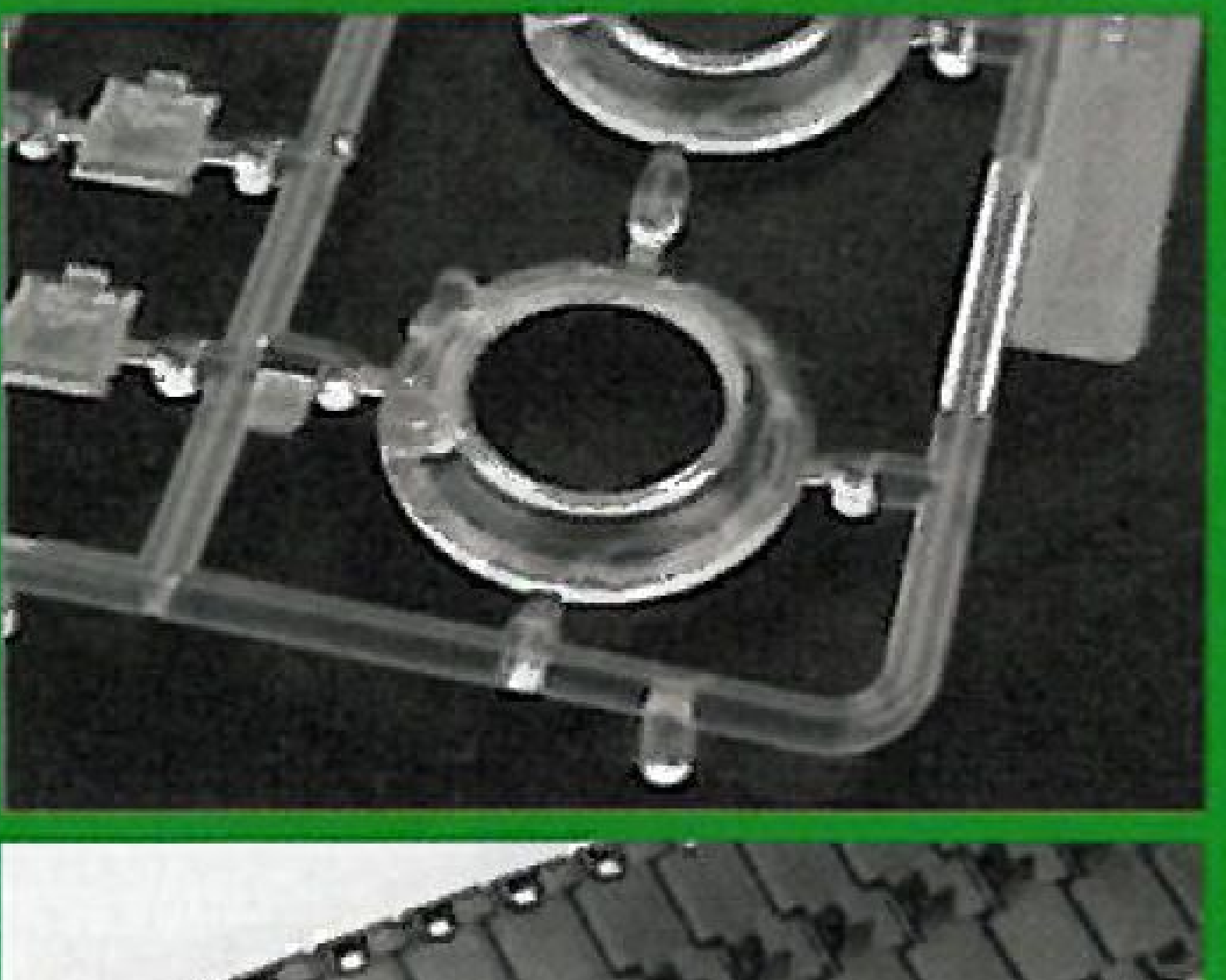












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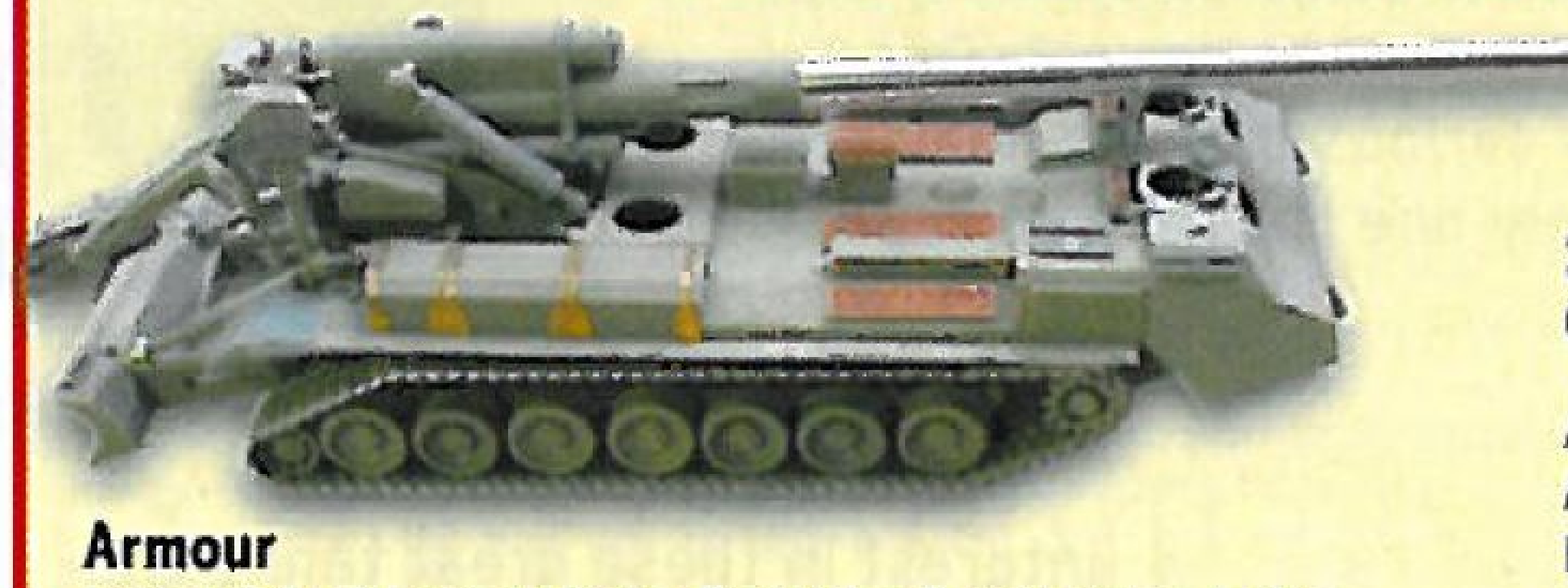

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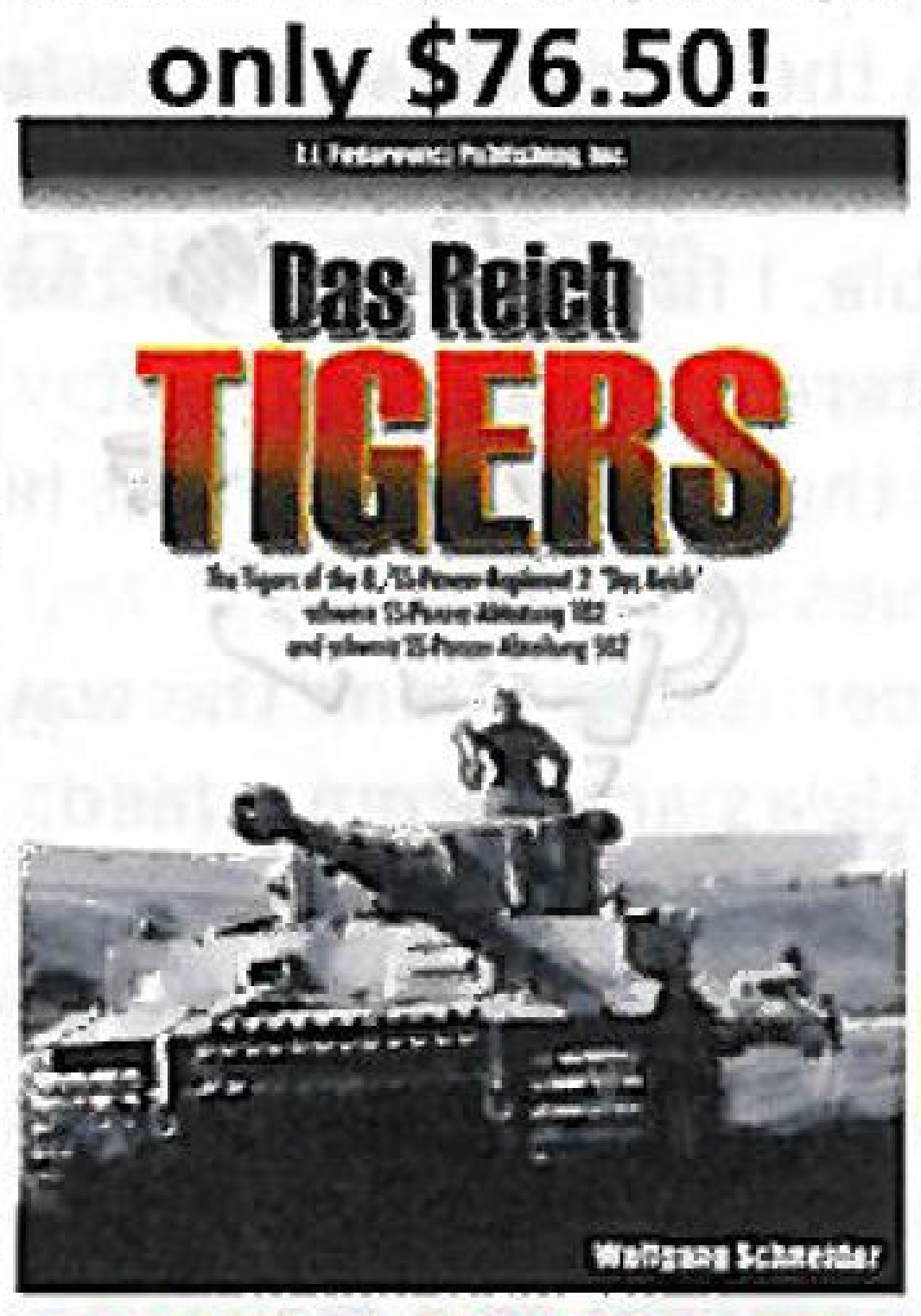

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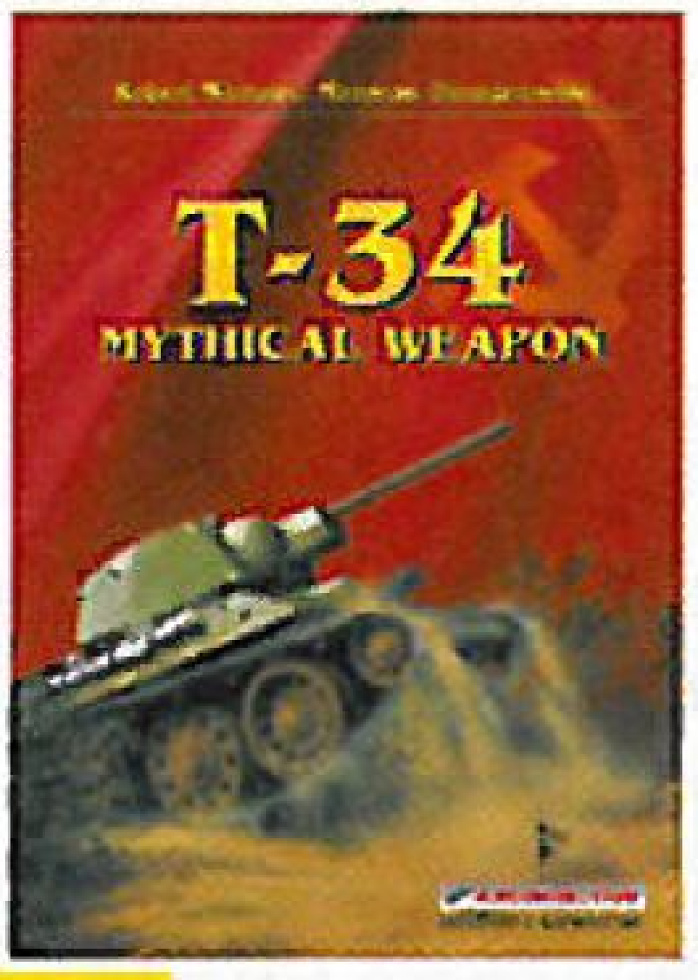

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Letters

RECOMMENDED READING

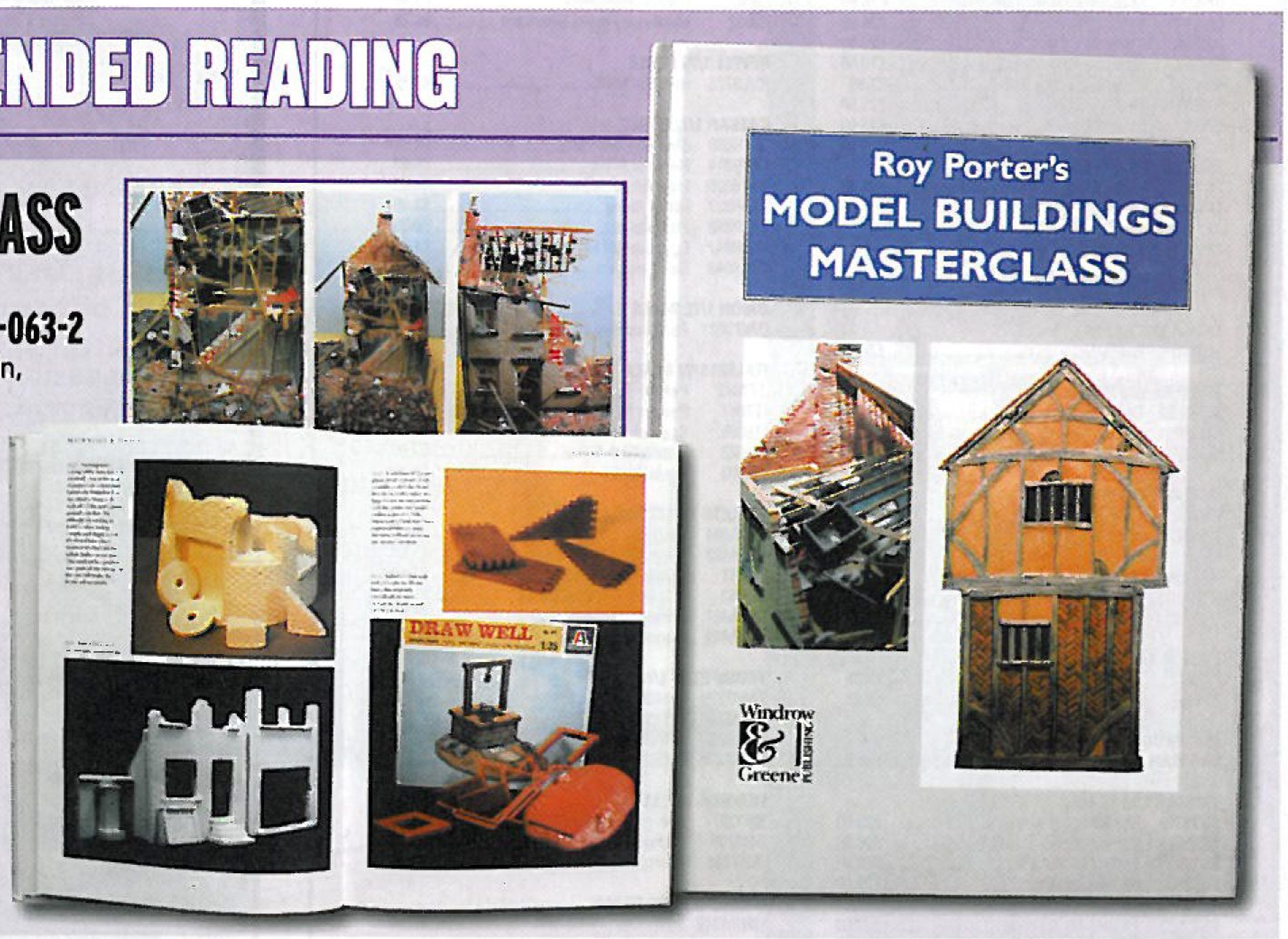
MODEL BUILDINGS MASTERCLASS

ROY PORTER

WINDROW AND GREENE PUBLISHING • ISBN 1-85915-063-2

Having been bitten by the diorama building bug again, I couldn't think of a better book to have a read through again and refresh my memory, on some of the tips and techniques this comprehensive book has to offer. Within the pages is a wealth of fascinating information on everything you could possibly need to know for making, casting and making ultra realistic buildings, be they complete or battle damaged and from many different periods in history.

This book has been a real inspiration to me, and was invaluable when it came to building my Sherman Firefly diorama back in issue 2. One I think should adorn any serious diorama builders book shelf, and definitely one that will be read more than once.



AMTRAC CORRECTIONS

I would like to thank everyone involved in making your magazine. I really liked Phil Stutcinskas article on Konrad 3, it truly deserves the Best of show award. The Amtrac photos on page 4 of the January 2007 issue are not in Taiwanese service. They are vehicles of the Philippine Marines on maneuvers in Crow Valley, Tarlac, Philippines. More photos can be found at the website Timawa.net. There are other vehicles like modified V150 APC's, and HMMV's. Anybody who is interested in building the AFV club LVT5 in Philippine marine camo can check out the website. For more modelling info and references on the Philippine armed forces, visit IPMS-BAC.com, the foremost modelling club in the Philippines. These guys are really friendly and helpful.

Jaigson Catral

Ed says; Thanks for pointing out the mix up on issue 10s news page, apologies for any confusion caused. For anyone interested in these impressive looking vehicles please checkout the web sites recommended by Jaigson.

KING TIGERS PLEASE

I have been modeling for a year now and I'm just writing in to say how much your magazine has brought me on as a modeller. I think out of all the magazines I have been reading, yours has the most info and tech tips around so keep up the good work. Have you any more features coming up on WWII King Tigers as I have a real interest in these great tanks and are there any books you could recommend with good reference photos and tech info please.

Neil (via email)

Ed says; Neil you are in luck, we will be featuring a Dragon 1:35 King Tiger, which featured in Vallejo's paint advert back in issue three of MMI . We will also be featuring master modeller, Jorge Alvears' super detailed Porsche King Tiger in a forthcoming issue as well.

As for books to recommend, well there have been so many written on the Tiger family of tanks, from a cheap paper back giving a brief oversight to heavyweight hard backs that cost around £70. Personally I would recommend the New Vanguard book on the KT by Osprey Publishing, along with the panzers in Saumur volume on detailing the King Tiger. Between these two you will have all the basics to detail your model and learn about colour schemes and unit markings. Panzers in Saumur is available from www.accurate-armour.com and the Vanguard book should be available from any of the booksellers who advertise within MMI.

CHAR FRANÇAIS? BITTE JA!

AFV modellers are sometimes accused of being too biased towards German WW 2 subjects so it was interesting to read about the 'eagerly awaited' release of Tamiya's B1 Bis French tank in 1:35 scale. I then saw two reviews of the kit in UK magazines (including this one) and both went for conversions to captured subjects in German service. There is no doubt that both models were really well done but it did seem strange that the poor old French tank service versions were rejected. I built this excellent kit and went for the French example shown on the box artwork. It made a change from the usual German colour schemes (yes, I generally build German AFVs as well!) and was well worth the effort.

Best Regards,
Garry Tobiss

Ed says; I cannot speak for the other magazine which also built their Char in German colours, but the reason we did was that the editor of our sister magazine TMMI had built theirs in French colours, therefore the decision was made to make ours look as different as possible, which is why Sam Dwyer painted ours to represent one in German service.

GETTING IT RIGHT

Firstly, congratulations on the magazine, in a competitive market yours stands out primarily as it focuses on specific fields and interests within them instead of trying to be all things to everyone. There is no preaching or bias towards particular interests or scales which appears to be creeping in elsewhere, I like to make my own mind up on things like that!

Keep up the good work.

The only point I would like to raise on the content would be for more work in progress articles if possible, I find these to be the most interesting and the best way for the author to present his techniques to the world.

On a wider issue, I think the way your reviews are accompanied by pictures of the contents and sometimes partial builds, very helpful. The days of buying kits based on box top art and a few vague sentences in a magazine are hopefully consigned to the past.

I'd like to finish on a positive note by saying am I the only person who cant believe how lucky we are as modellers at the moment?

From the mass of easily available reference material, to the wealth of fantastic kits the like of which I could only dream of as a kid with a tube of cement and an Airfix kit to go at. Its never been a better time

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The views expressed are not necessarily those of the editor or publisher. Letters may be edited for publication.

to be involved in this great hobby. Got to get back to my Jagdpanther now, so happy modelling to all.

Andy Hall

Ed Says; ***Thank you for the kind words Andy, something we always want to include is lots of build up shots, but occasionally this is easier said than done. Most of our authors build models for a hobby and not professionally, I do this for a job and I still find it difficult to remember to stop half way through the construction to take a photo, you know how it is when your really getting on and the last thing you want is to stop in mid flow. I have on several occasions put the first coat of paint on a model only to remember I didn't do any un-painted photos. We will endeavor to include construction shots in our articles, as long as we remember to take them!***

LACK OF LETTERS,

I just thought I'd write in due to the shortage of letters in the latest magazine!!

I've just taken up military modelling through my other hobby of building a model railway and have just finished building an AFV Club kit of the Dodge WC-63 which I built as the covered truck version WC-62. My next project will then be an Airfix 1:35 Challenger 2 tank!

Keep up the good work with the magazine!!

Regards
Stewart Watt

Ed says; ***Thanks for the letter Stewart, and welcome to our hobby, I hope our walk around feature on the real challenger 2 back in issue I will be of some use to you whilst you're working on the Airfix kit Happy modeling and I hope the railway layout goes well.***

MODEL SHOP SUPPORTERS

I have read the letters pages in several model publications over the last few months, and there appears to be a familiar trend; the constant whingeing about the cost of our hobby. As you rightly stated, it all depends on how you want your finished model to look, whether it be straight from the box or with all the bells and whistles of aftermarket accessories. But who is to blame for the increasing cost of our favourite hobby? I would suggest it's us. So intent on getting the latest kits and accessories, we hunt high and low across the internet and mail order companies. When I started modelling, I was able to get my kits, paints, brushes etc. from my local friendly model shop. I was able to ask advice about painting techniques and construction, it was a social meeting point for other like minded people, and the starting place for modelling clubs to form. But where have they all gone? These shops have had to close, due to lack of custom apart from the few stalwarts (you know who you are) who are still trading. We now buy from abroad via the internet or mail order and are willing to pay the extra in duty costs and postage and packing; this is where the extra costs come. Now I'm not knocking progress, but it seems as though modelling REALLY has become an armchair hobby as we don't have to leave the comfort of our own home. So I'm starting a new campaign to support our friendly, convenient, local model shops and lets get sociable again (other than when we all meet up at Euro Militaire).

Nick (email)

MESSAGE FROM THE EDITOR

HAPPY BIRTHAY TO US...

It's hard for me to believe that I have been producing Model Military for a whole year now, the time has flown by. It seems only a minute ago I was waiting to see how the first issue looked on returning from the printers, like some kind of expectant father.

In this last year I have learnt a lot about the publishing world and obviously still have an awful lot to learn. Therefore, I would like to take this opportunity to thank everyone at ADH Publishing for being patient over the last 12 months and especially Alex Hall who has done an amazing job of designing the magazine each month. I would also like to say a massive thank you to everyone who has contributed, be it articles, letters, reviews or just words of encouragement when I have been struggling to get it all ready on time, thank you and I hope we can go from strength to strength in the coming year.

See you again on April 5th!

Spud
John 'Spud' Murphy

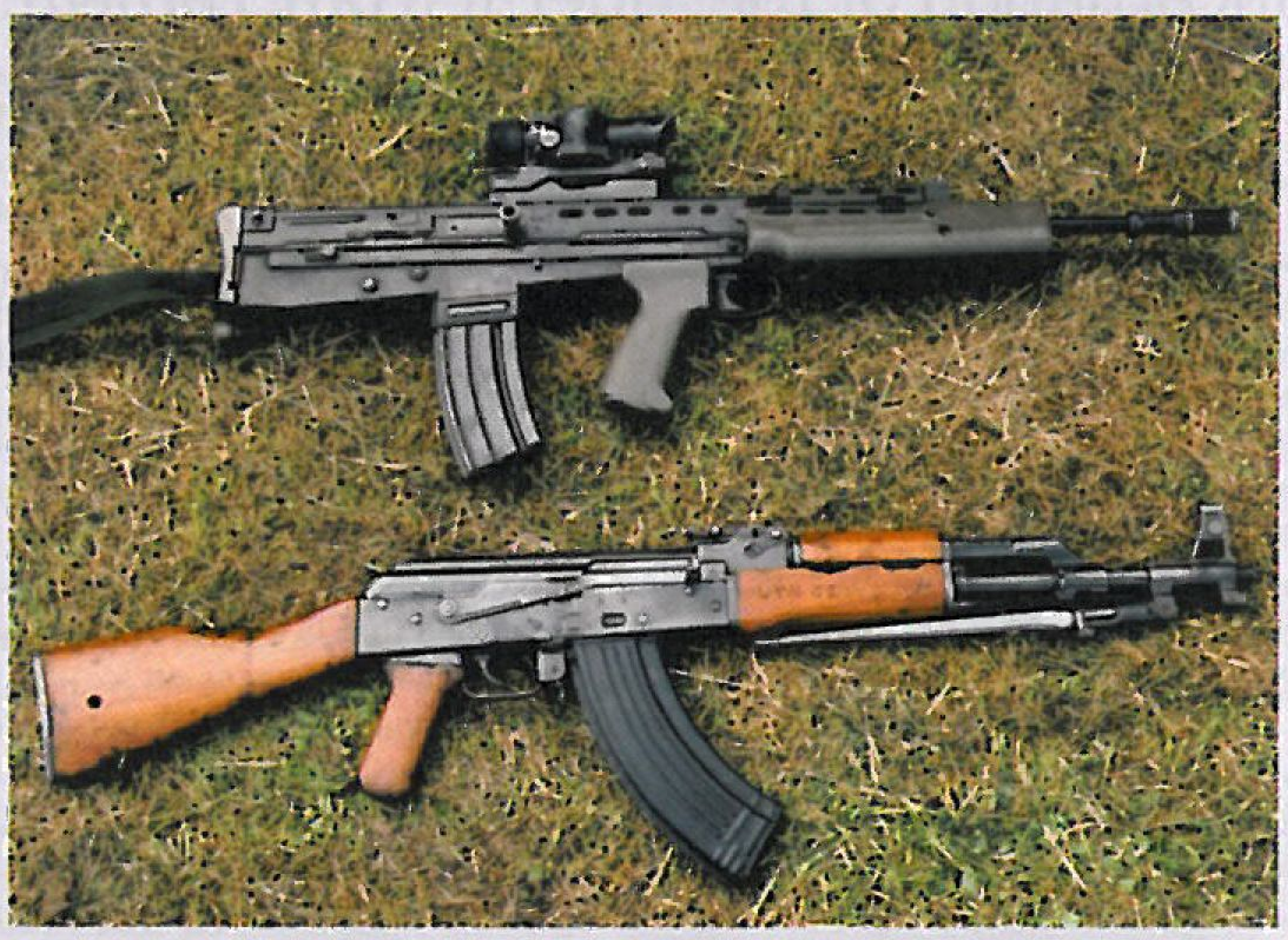
RANDOM REFERENCE!

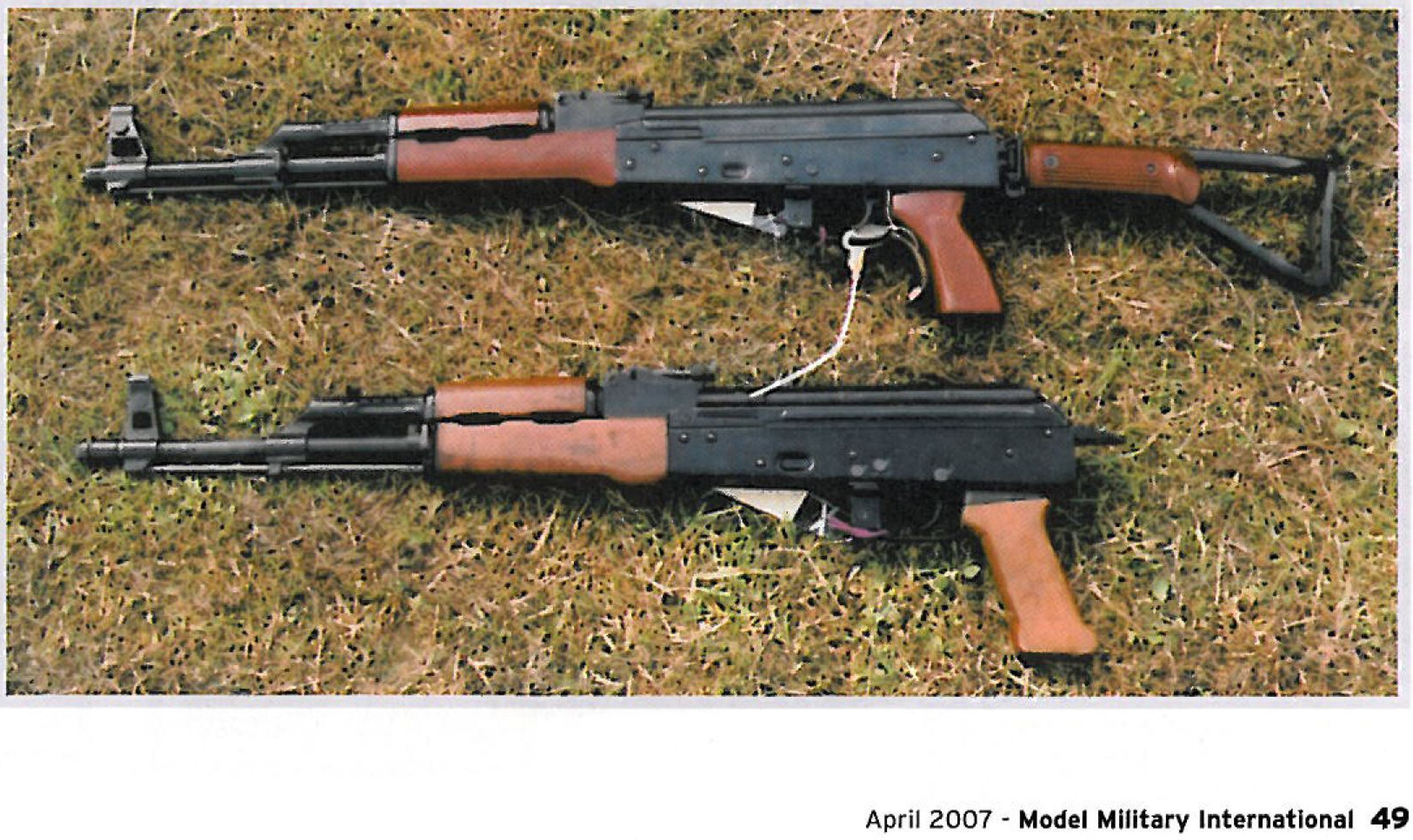
Small arms painting reference, the British Forces SA80 and the infamous AK-47 assault rifle.

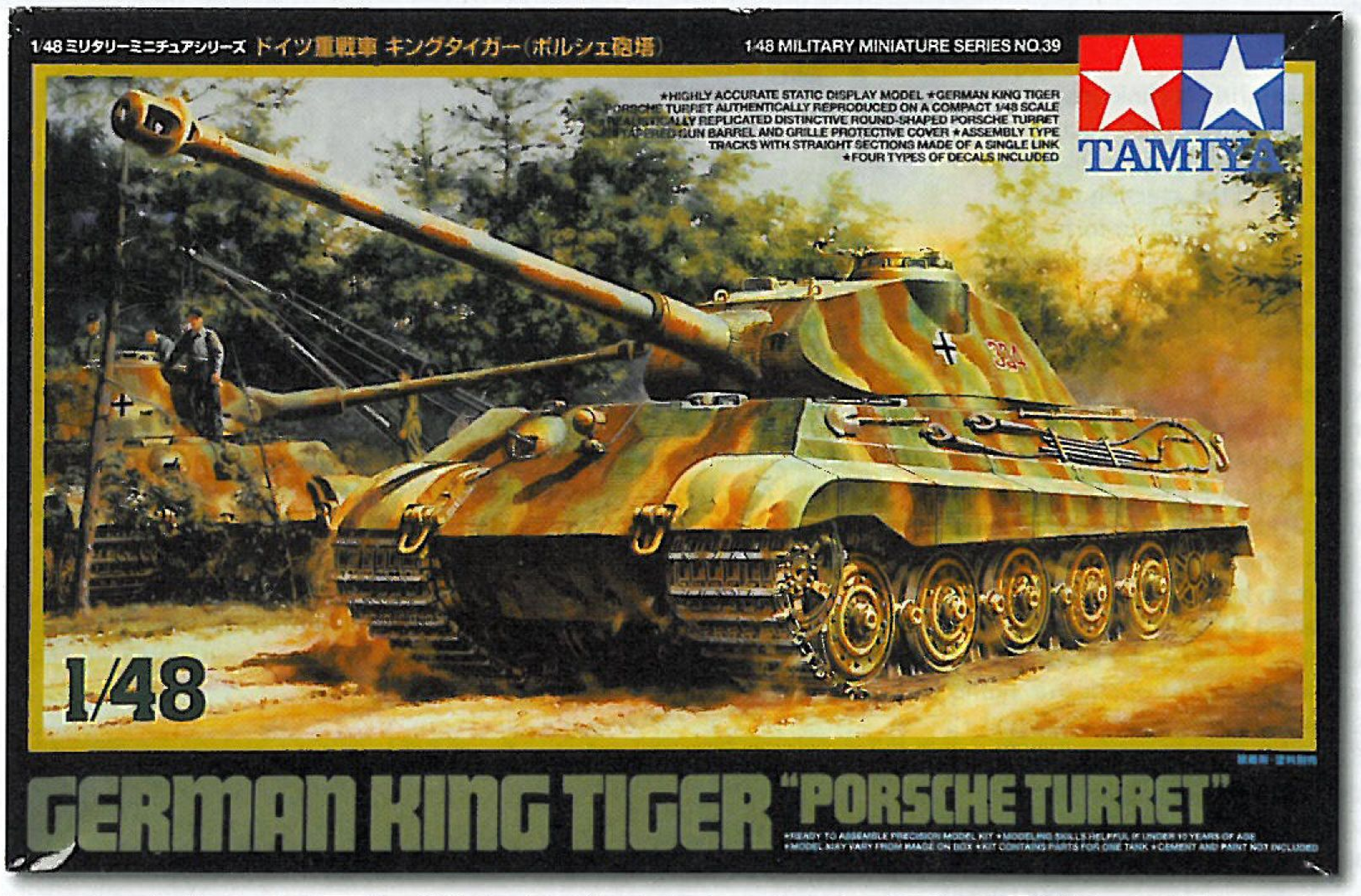
For this months reference photos I have chosen the British L85A1 (SA80) rifle and some examples of the AK range of assault rifles. I will not go into the differences between all the various members of the AK family but rather use the photos as colour reference for the metal finishes and the different colours and materials used for the furniture.

Note the SA80 has only a small amount of wear on the muzzle and SUSAT sight, with the remainder of the weapon being free from wear.

Note on the AK below the SA80 that this displays a lot more wear especially around the barrel but that the magazine is pristine.



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GERMAN KING TIGER "PORSCHE TURRET"

THE ROYAL DOCTOR

Luke Pitt casts an expert eye over the latest incarnation of the Tiger II from Tamiya.

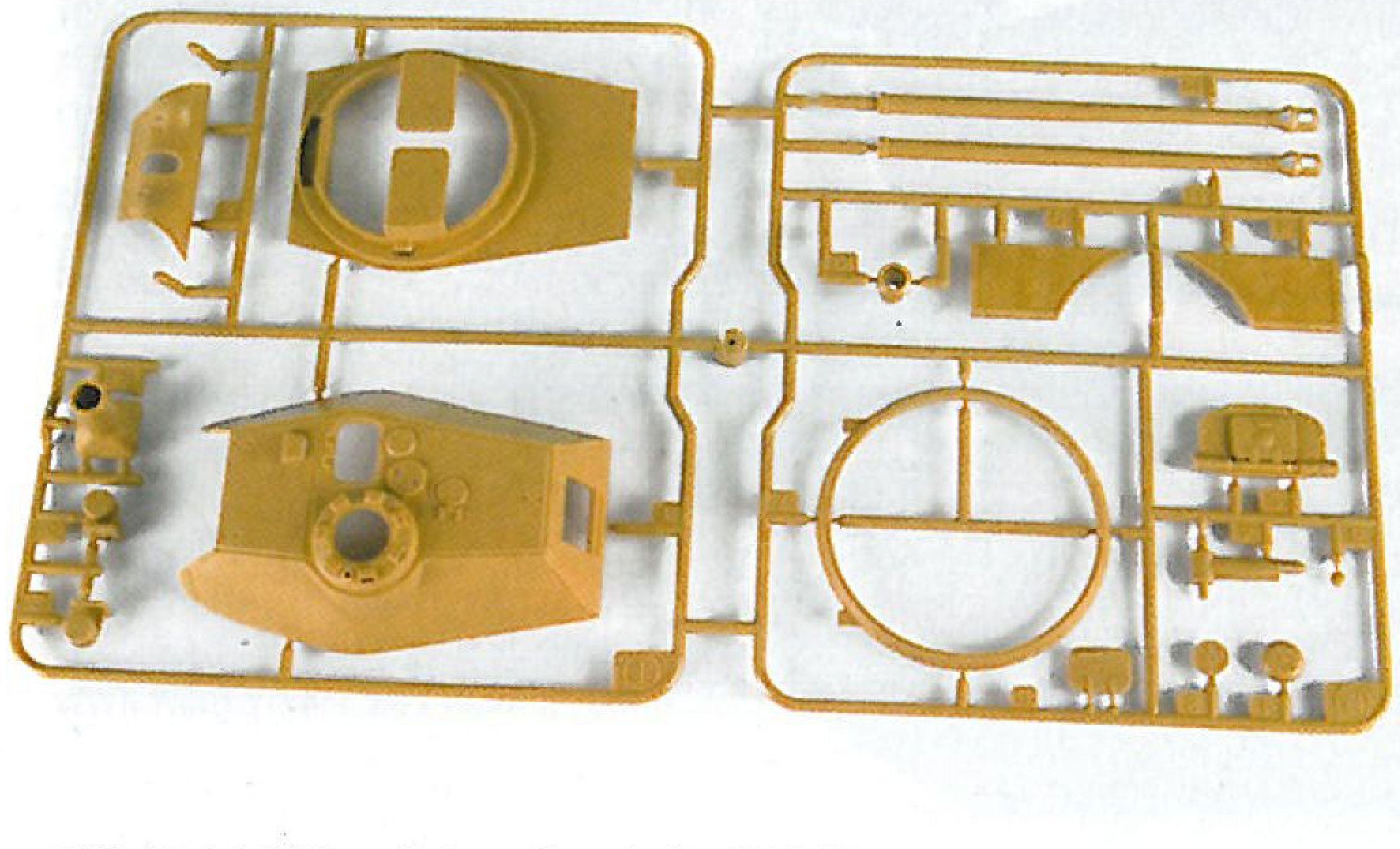
The kit has some 110 parts moulded in sand coloured plastic and is presented in a very attractive black bordered box with a first class and technically correct illustration on the box top face. The detail on all plastic parts is both crisp and moulded to a high standard. The lower hull is cast in metal and is primed in grey as with all the Tamiya 1:48 scale range; it is cast well but lacks any real detail.

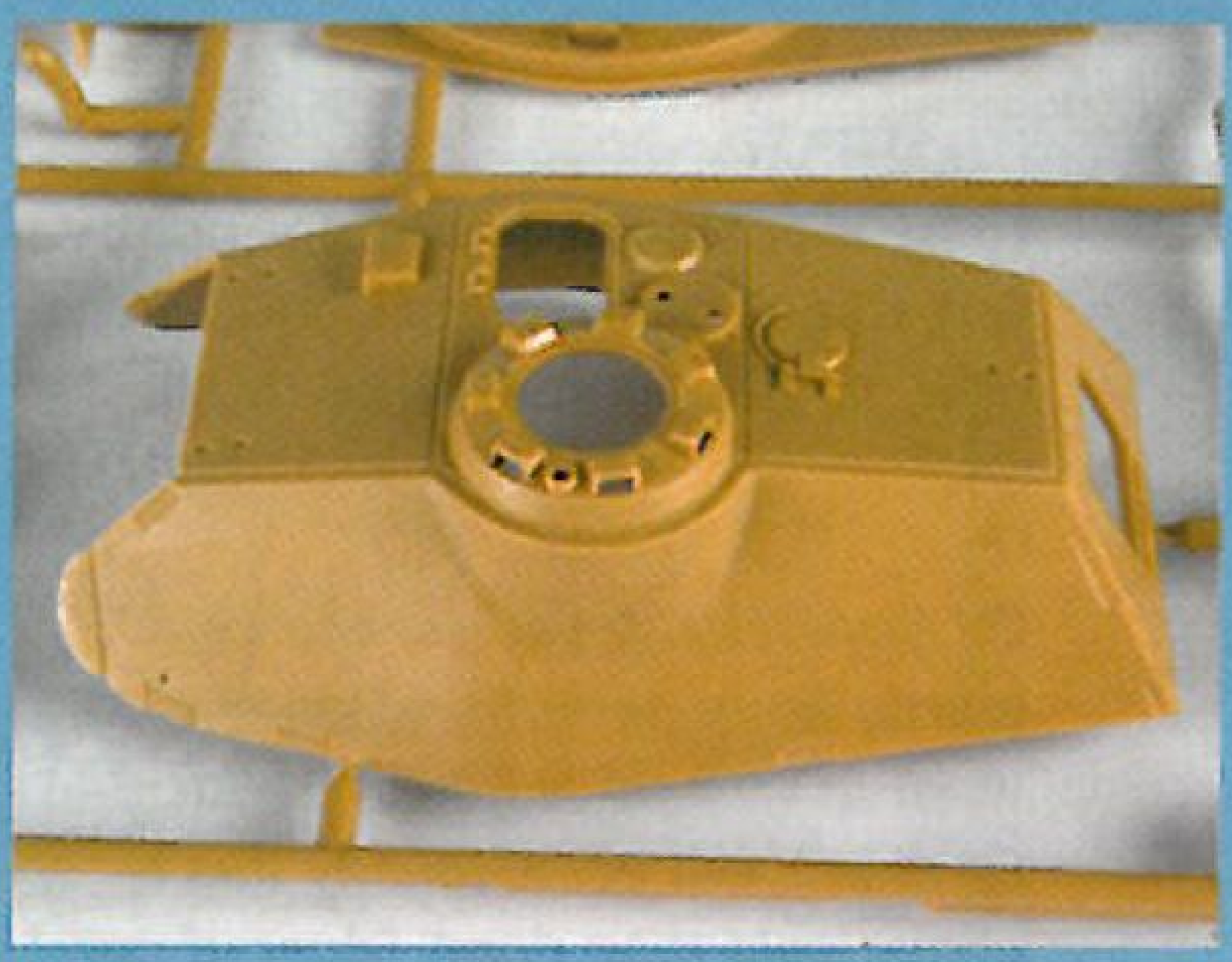
The kit has most of the upper and lower hull parts from the previously released King Tiger with the "Production Turret" (Kit 32536). The main hull is one large plastic moulding with a separate machine gun Mounting but has some of the tools moulded onto it. To be honest, I don't really find this an issue but some modellers do. What is a concern however is the weld seams on the front of the hull. The interlocks of the bow plates have been replicated as recessed oblong shapes, when in fact they should not be recessed at all. This can be fixed with fillets of plastic card, which will end up being covered when the obligatory coat of zimmerit is applied. I find it hard to believe that Tamyia keep on making this mistake time and time again; not really a major issue and one that is easily fixed. The rest of the weld beads on the hull are indented which is not entirely correct as they should be slightly raised, or at best flush. The rear engine deck has open grilles that are moulded to a high standard. The inclusion of the large mesh screen is a nice touch but would best be replaced with etch screens as they are moulded solid.

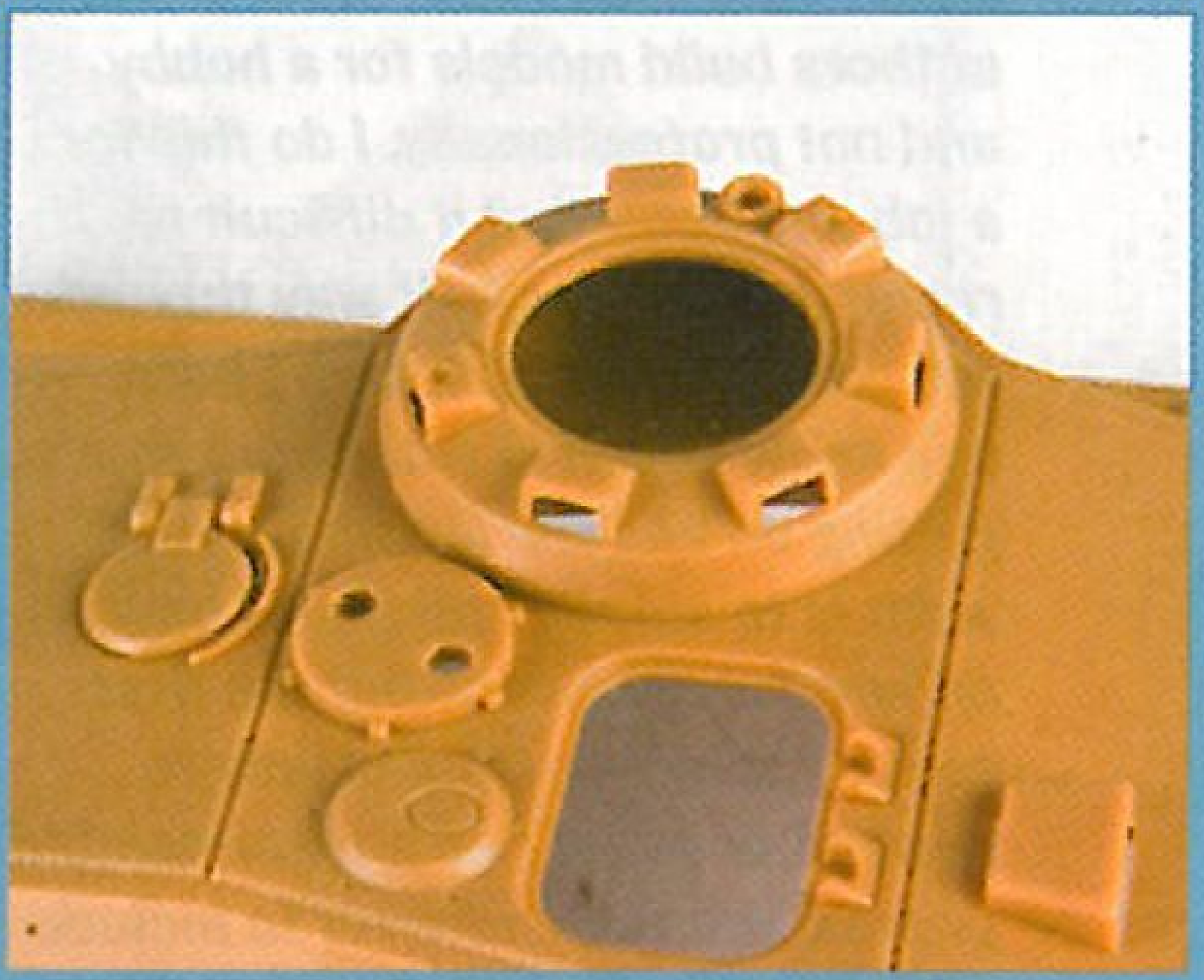
The tracks are well produced and are of the usual "Link and Length' type. These are some of the best 1:48 tracks Tamiya have done thus far, but still have a lot of injection marks on the inside face. This is only a minor problem however, as most of the inside face of the track is covered. The early Porsche turret is a completely new moulding and consists of some 10 parts that are both well moulded and scale out accurately to available plans. The indented weld seams are again evident but as previously mentioned are easily fixed.

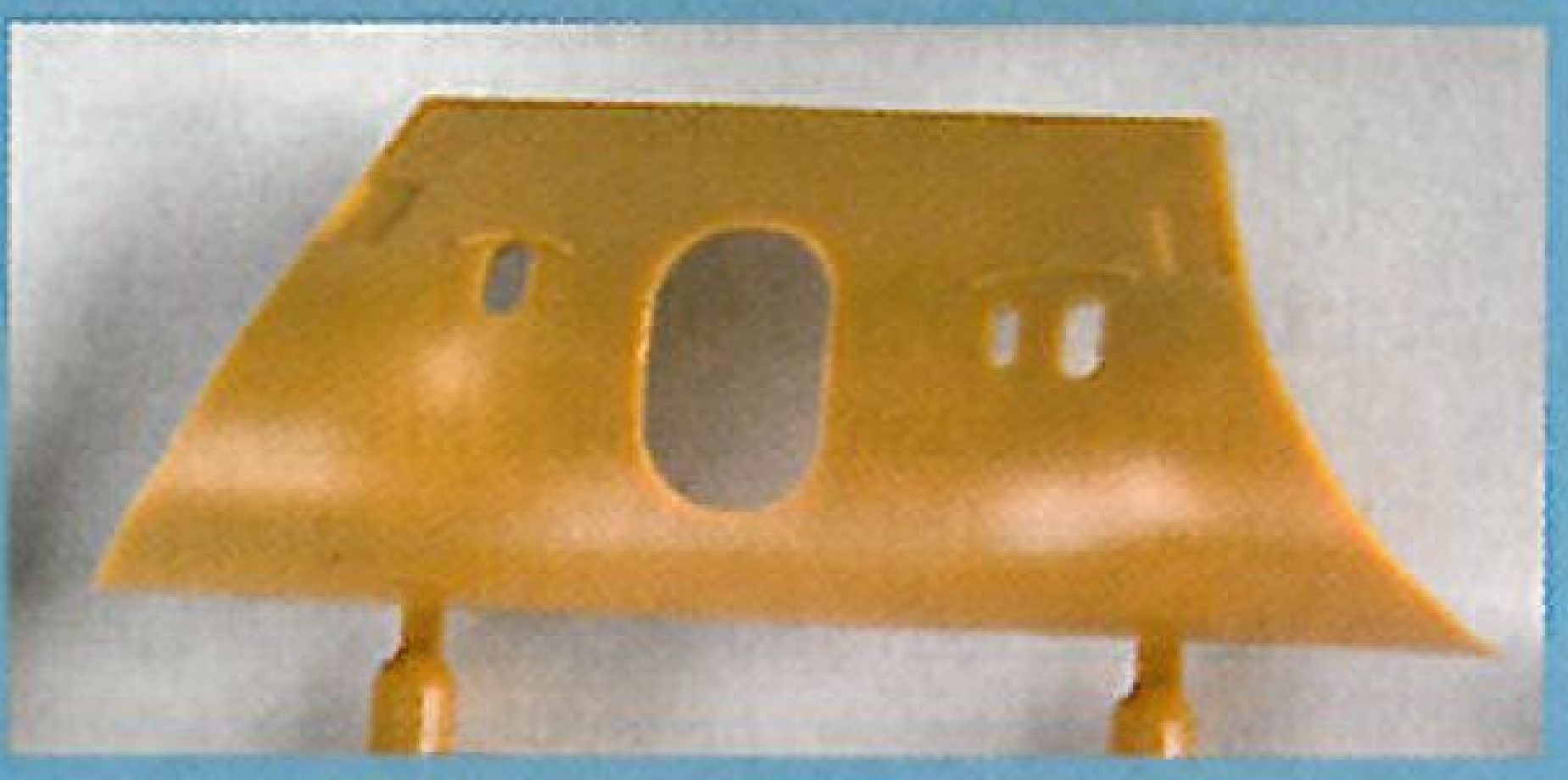
The decals are presented on 'thickish' carrier film but are well printed. The markings included are for tanks in sPzAbt 503 in the 3rd Company and include "313" from 1st Platoon and "332 /34" from the 3rd Platoon. All of these are covered in zimmerit and are in the standard German 3 colour camouflage of sand, green and red-brown. The last example is "314" from the same company in a whitewash camouflage.

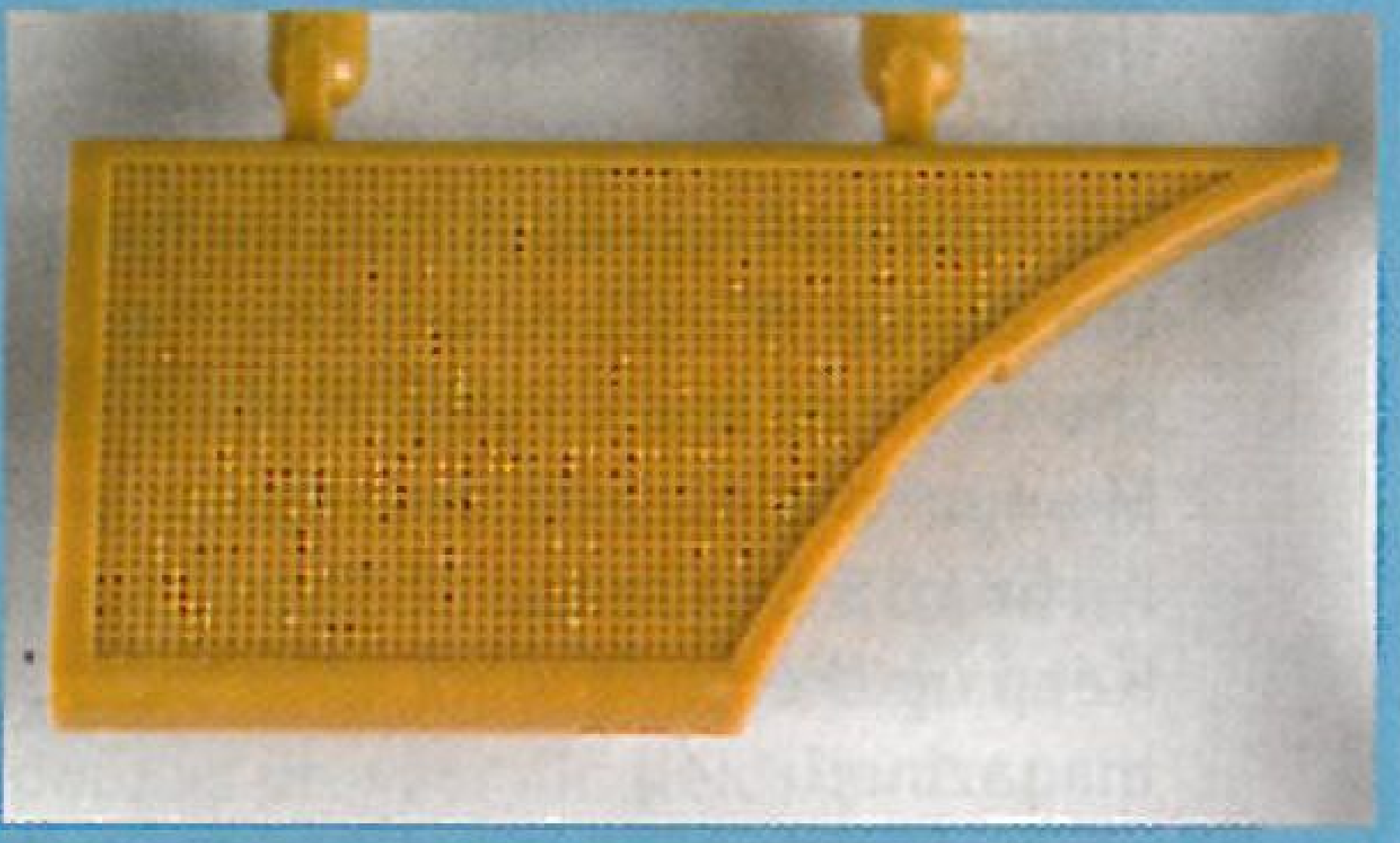
The kit scales out accurately to the available plans and is a great addition to the Tamiya range of 1:48 vehicles. One thing that did strike me when doing this review is just how large this tank really was, it's huge! I would recommend this kit to anyone. ■

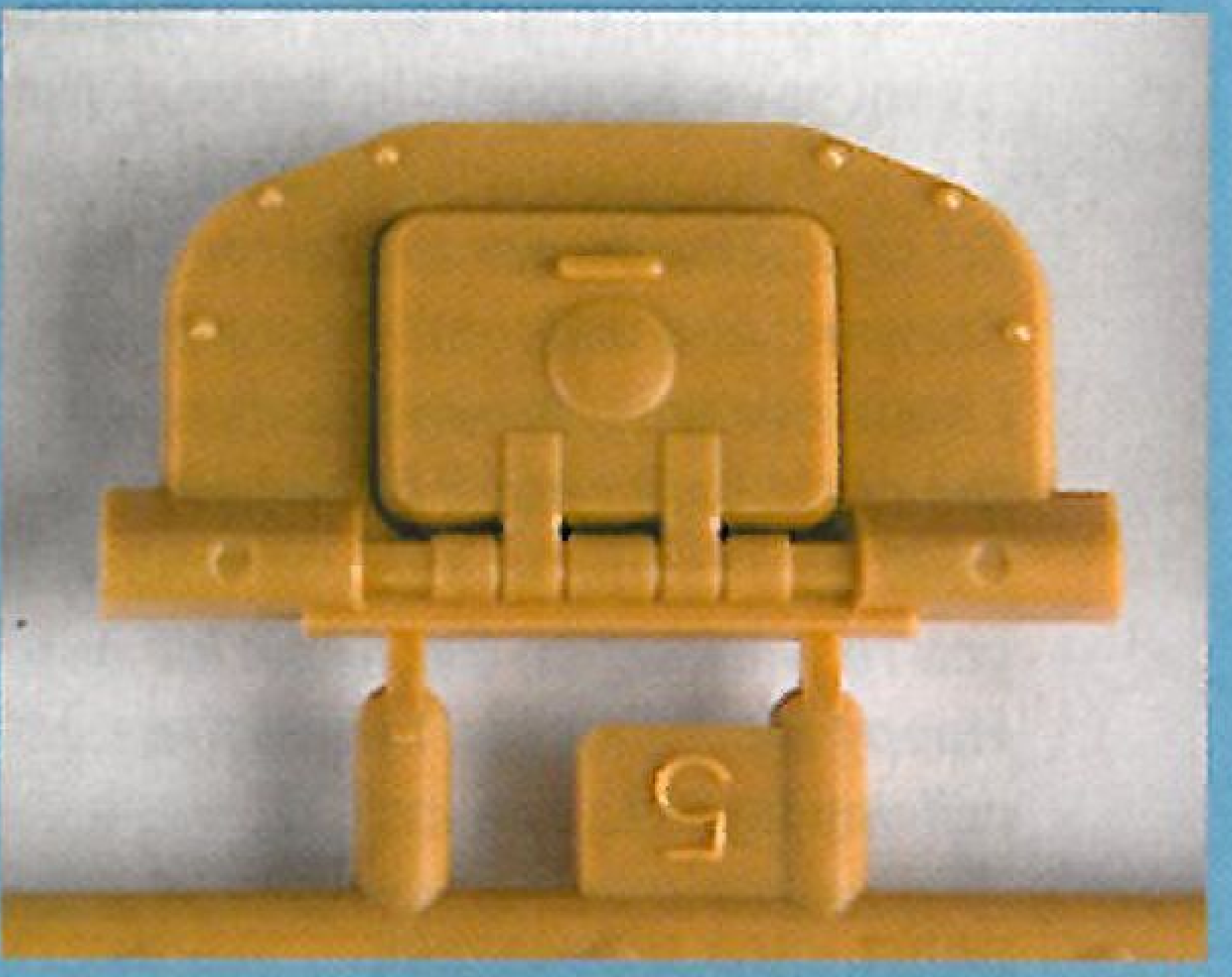


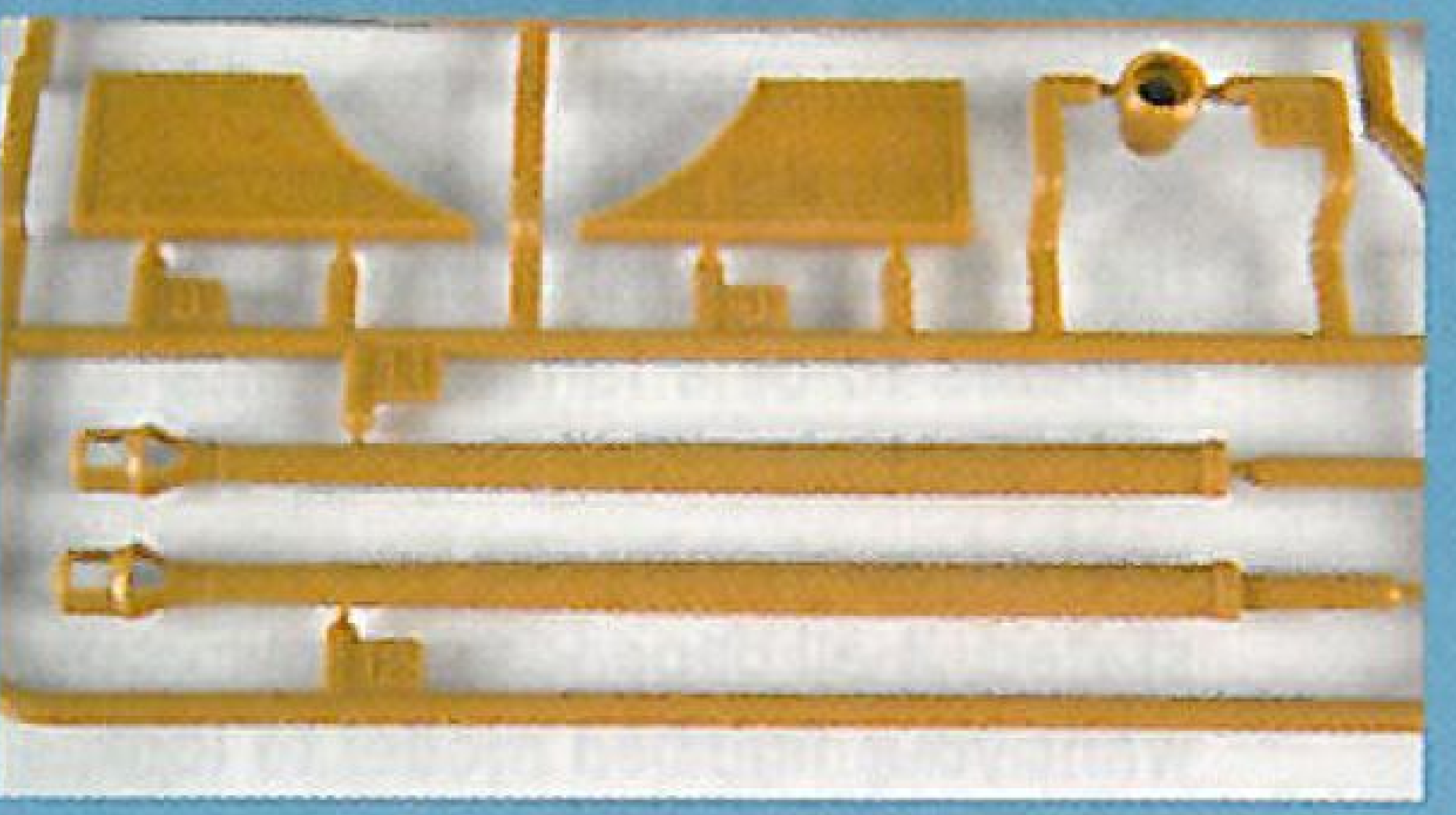


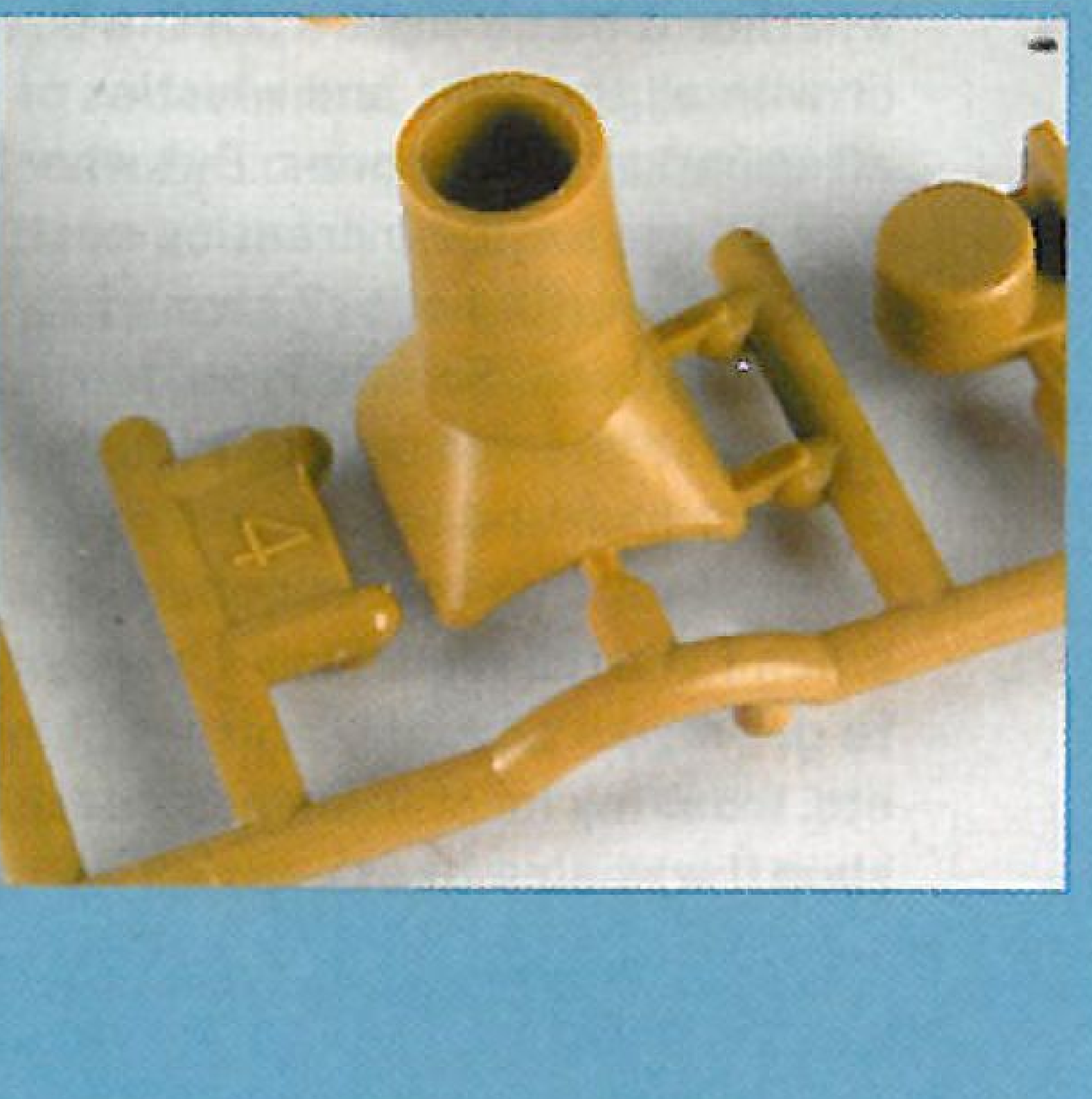












1:35 '39-'45 SERIES
AUFKLÄRUNGSPANZER 38(t) mit 2cm Kw.K.38
DRAGON
Smart Kit

RECCE PANZER

Darren Thompson gives his initial impressions of Dragon's new Aufklarungspanzer 38 T.

The first showing for Dragon's new 38(t) hull is, quite fittingly, the armoured reconnaissance version, or to give it it's correct title, the Aufklaerungspanzerwagen 38 (2cm).

As with all Dragon's new releases, the quality of the mouldings is excellent and the details are as crisp as you'll find anywhere.

It seems that with each new Dragon release comes some new trick and this one is no exception. The first place you'll notice this is the lower hull. Dragon have moulded the hull floor, and sides in one piece, much like their other recent releases, but this time have managed to incorporate rib and rivet detail on both sides of the hull walls and on the underside of the hull floor. That'll be those clever slide moulds again! The other main part to benefit from this technique is the upper hull superstructure, this time with either rivets or flush-head screws on all the surfaces. With no assembly required and no clean-up of the seams necessary, you won't be needing to replace all the rivets you just sanded away!

The surface detail throughout the rest of the hull is just as good and Dragon has also made the distinction between the use of bolts, as opposed to rivets, wherever needed.

On the inside of the hull is a full interior, with the exception of an engine, although there are two rather prominent location pins in the engine bay area, so maybe something to look out for in future releases? The interior is represented rather nicely, with the drivers' hand controls and final drives being particularly well done for plastic mouldings.

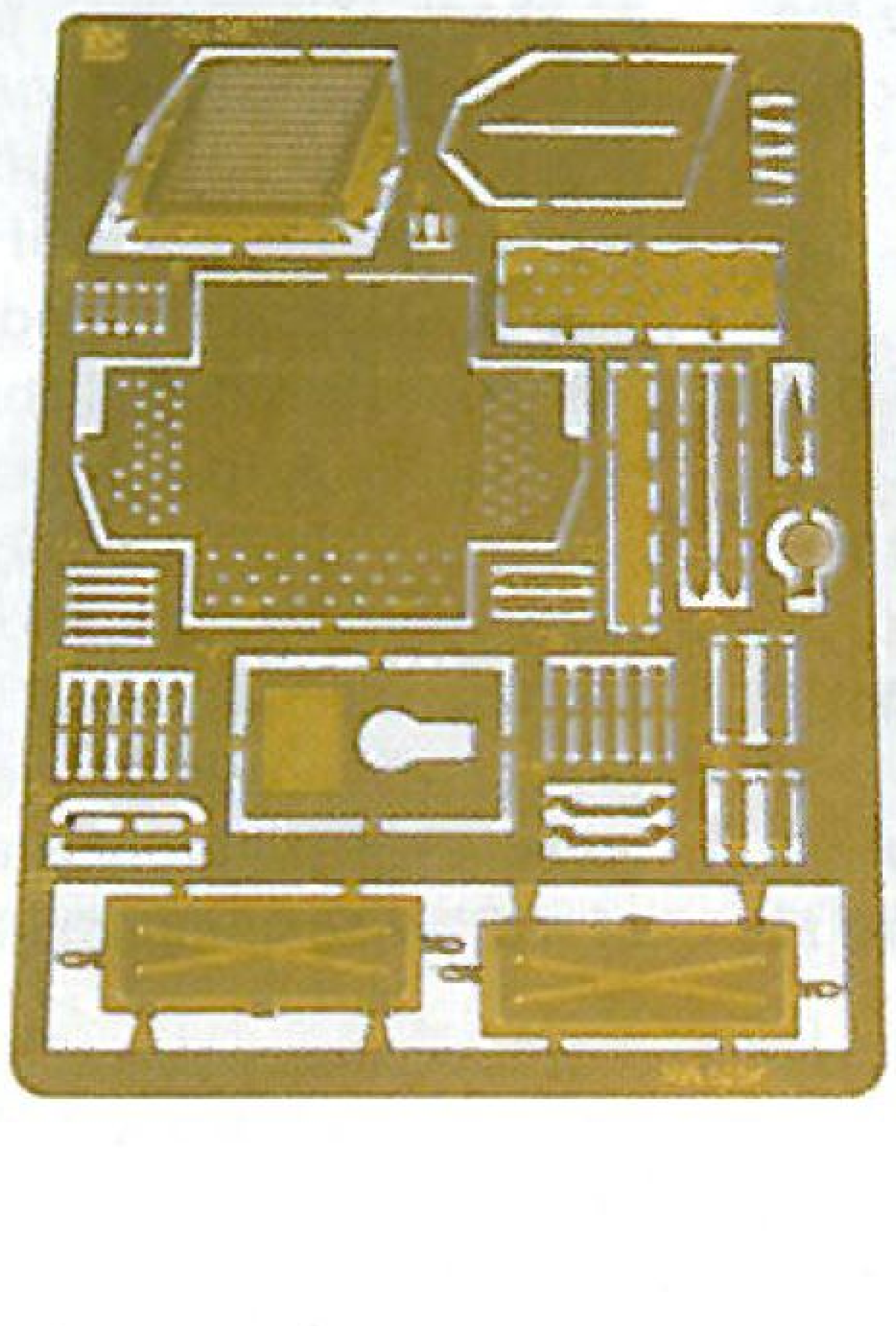
On the outside, the suspension is poseable and the roadwheels get the correct details on both inner and outer surfaces. The drive sprockets and idler wheels are both of the pierced type, the drive sprockets having the circular holes, while the idlers have the distinctive keyhole shape.

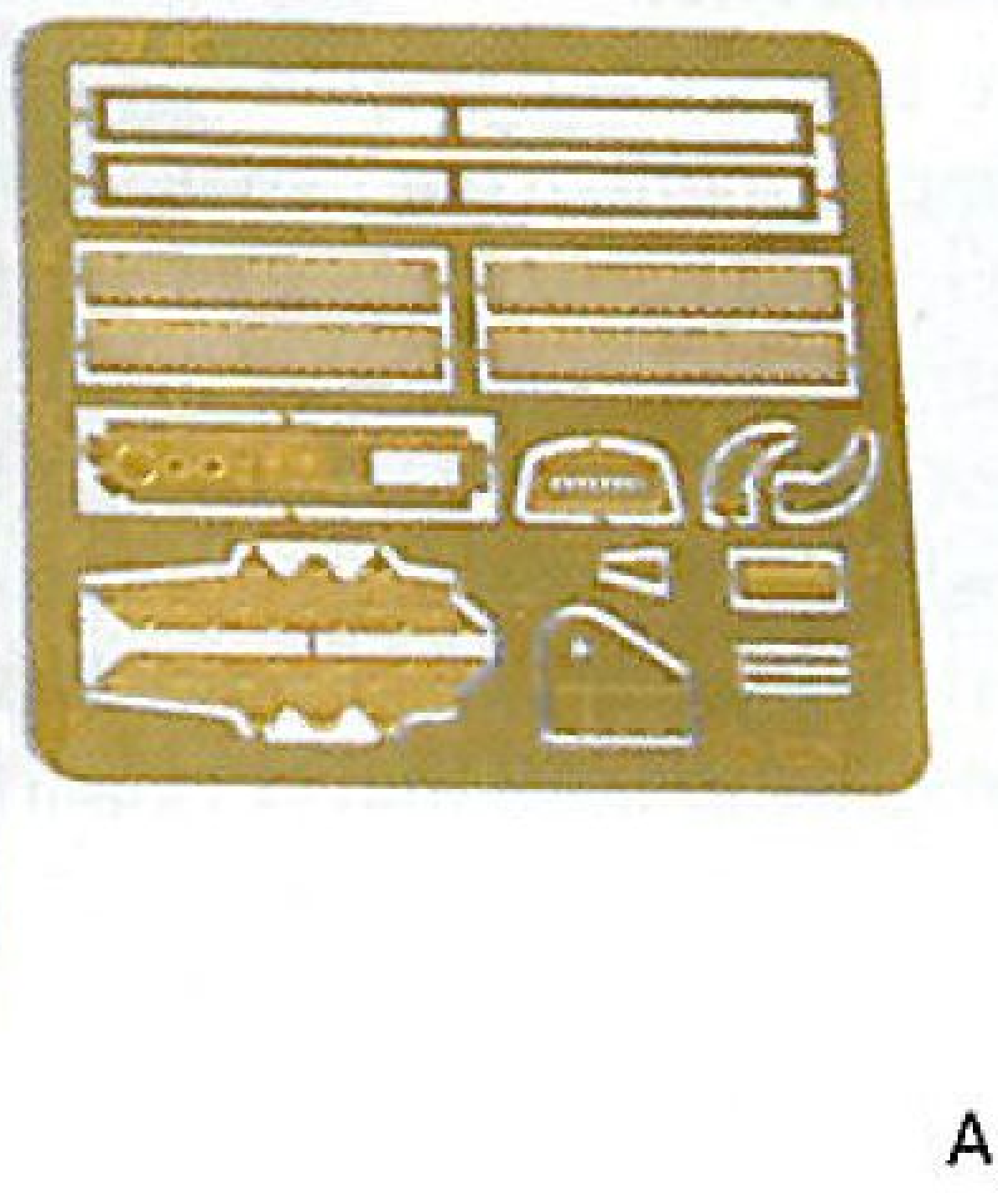
Another place dragon have seen fit to 'up the ante', are the new tracks. Being 'Magic Tracks', they come fully prepared, in a separate bag and requiring no clean-up, but to add to that, Dragon have managed to mould the casting numbers on the outer edge of each link. You have to look closely, but they are present and there is also some variation of the numbers too, rather than them all being the same!

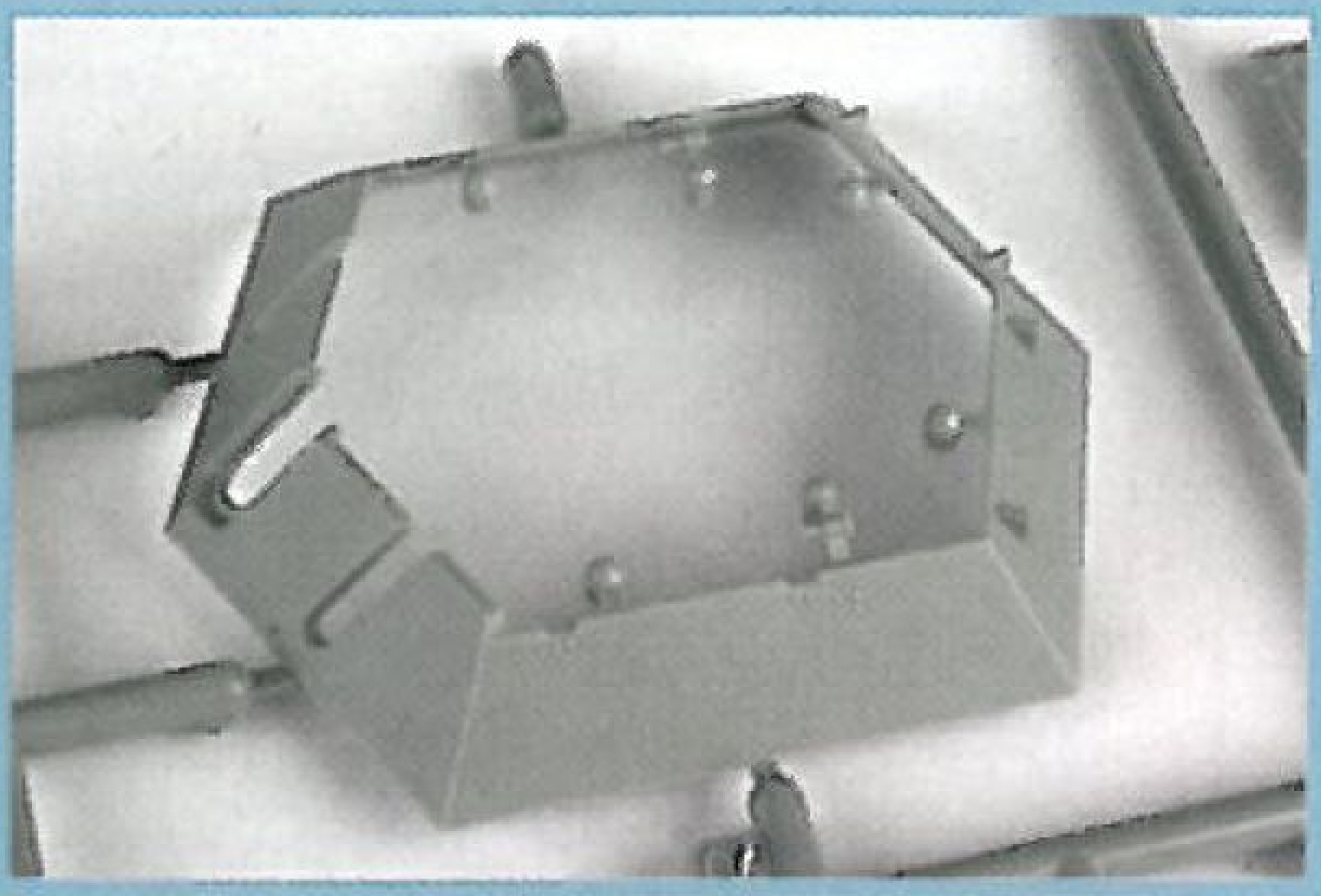
Moving on upward, the 140/1 gets the same, brand new, 2cm Haengelafette turret that we first saw in the 234/1, but this time the etched screens are pre-folded. Two further etched brass frets are supplied, providing the various intake grills, instrument faces and many other finer details. A small decal sheet of balkankreuz and a clear sprue for the periscopes, completes the kit.

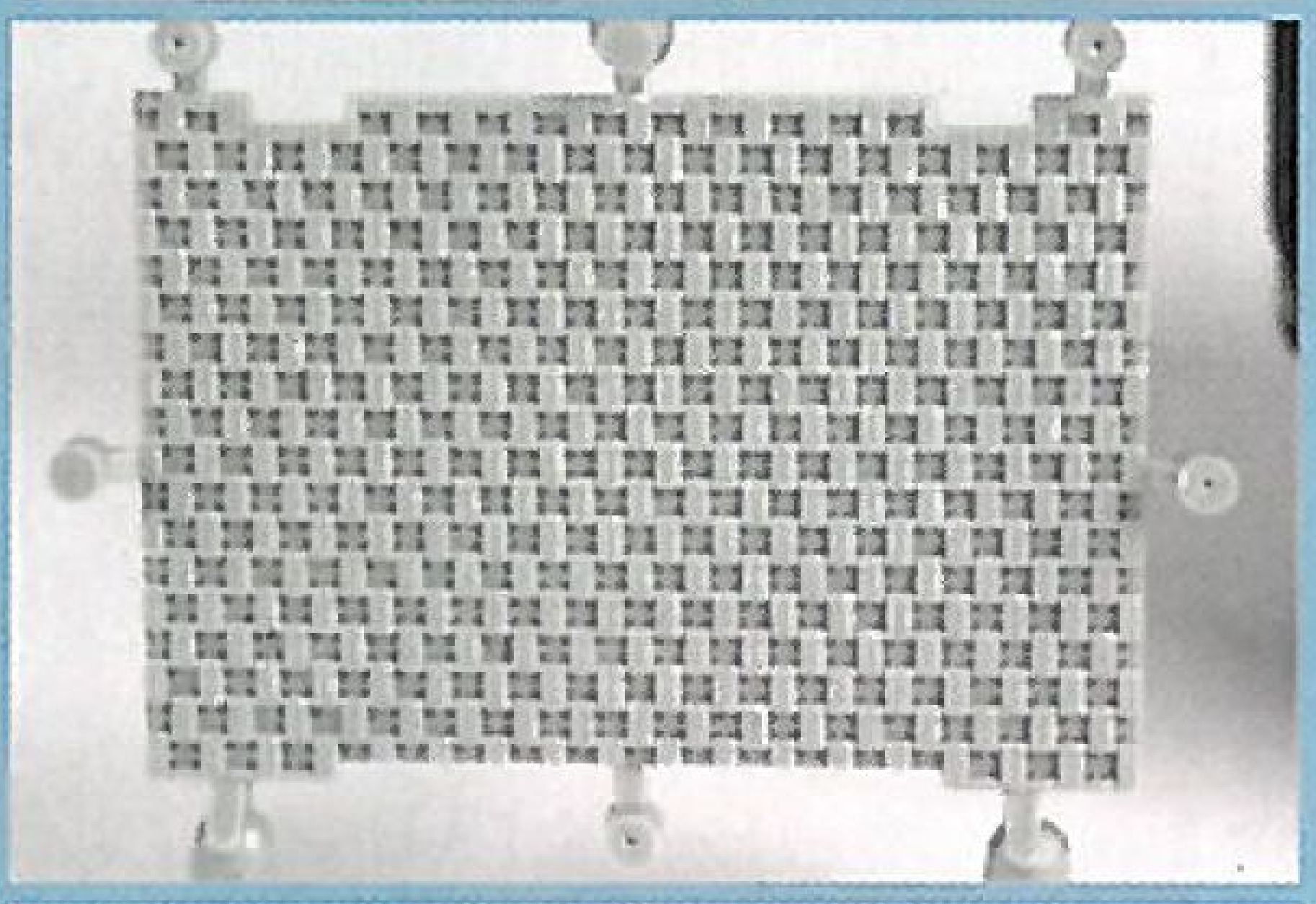
Another little gem from Dragon. Highly recommended. ■

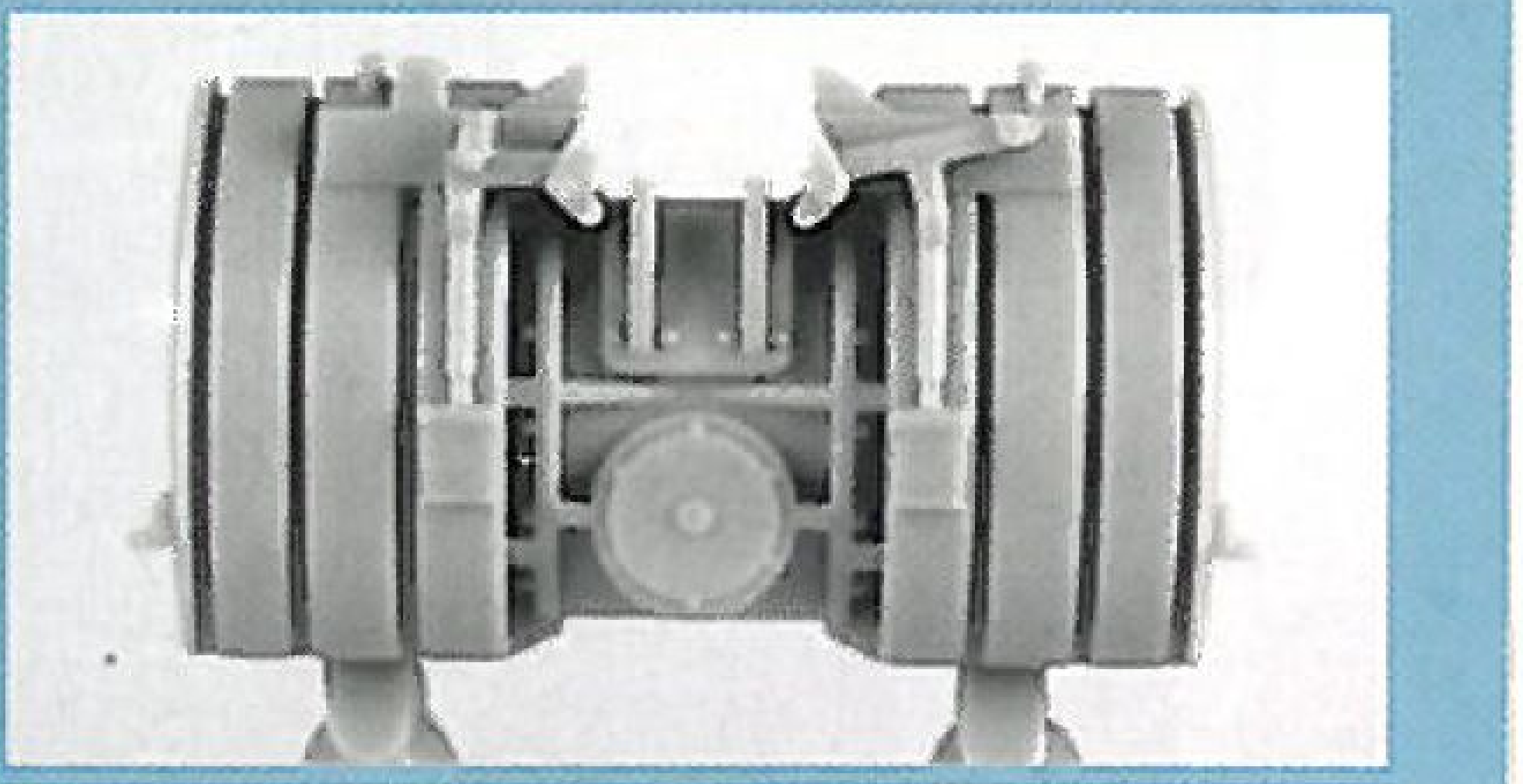
DRAGON
Magic Track

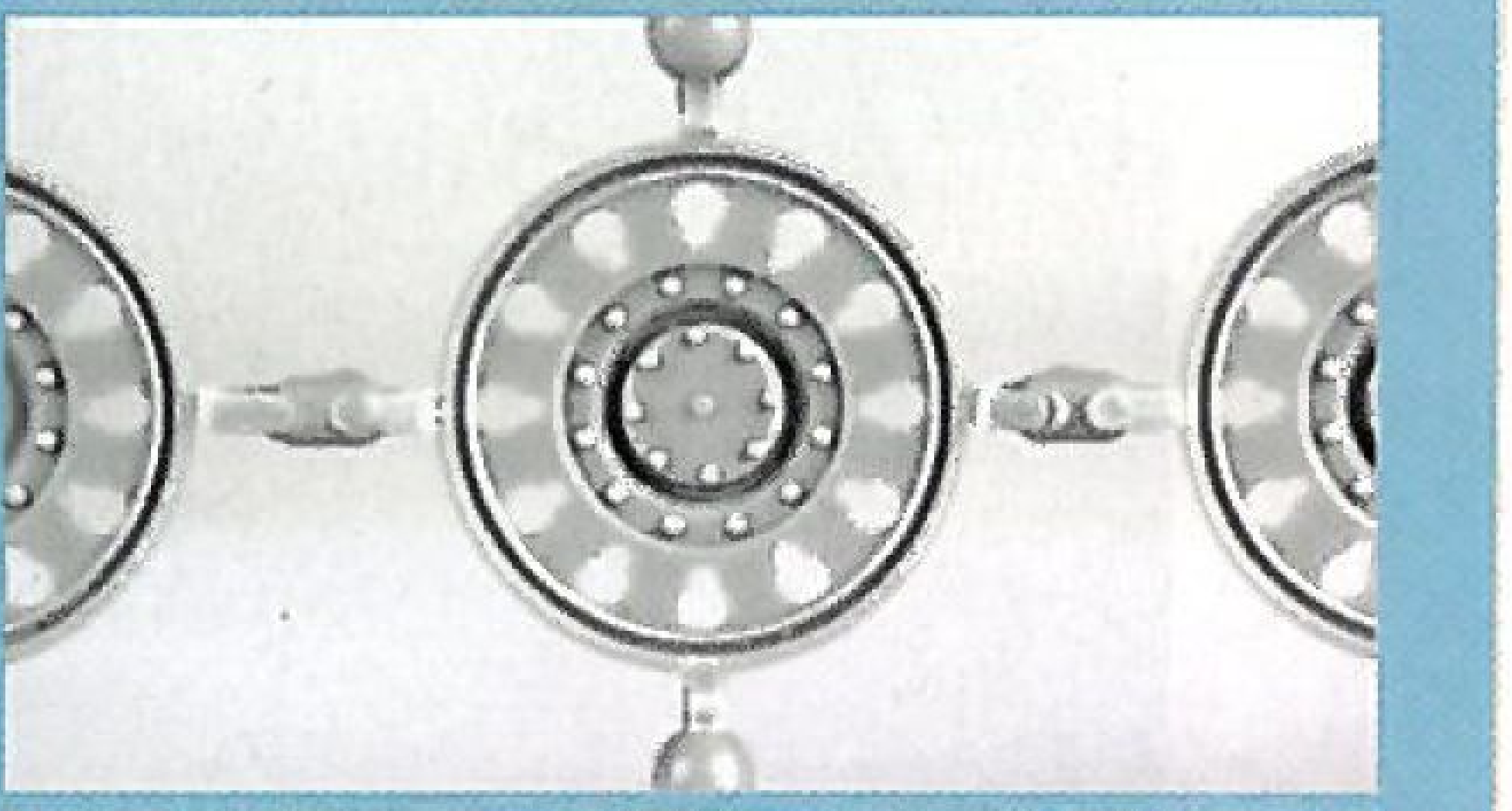


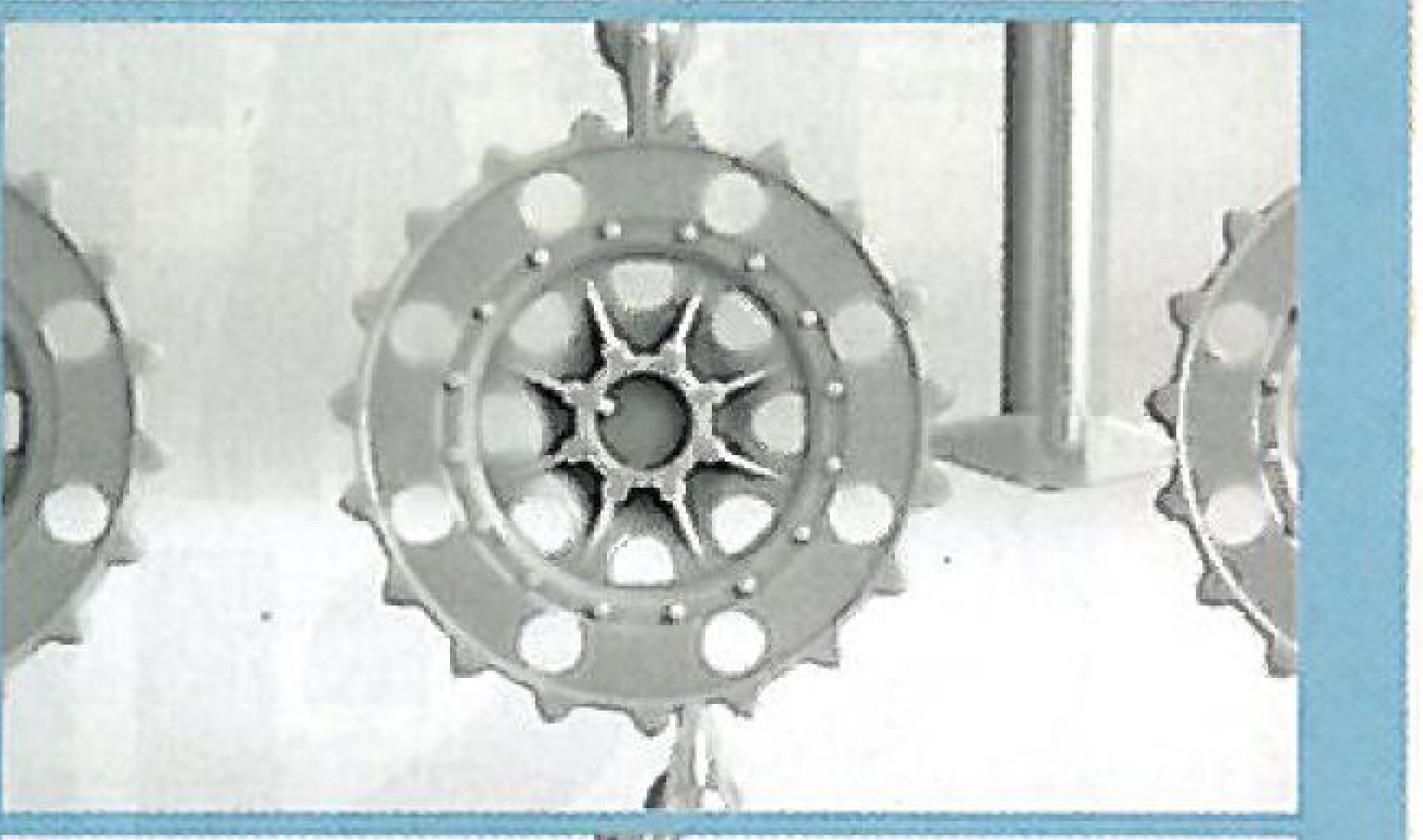


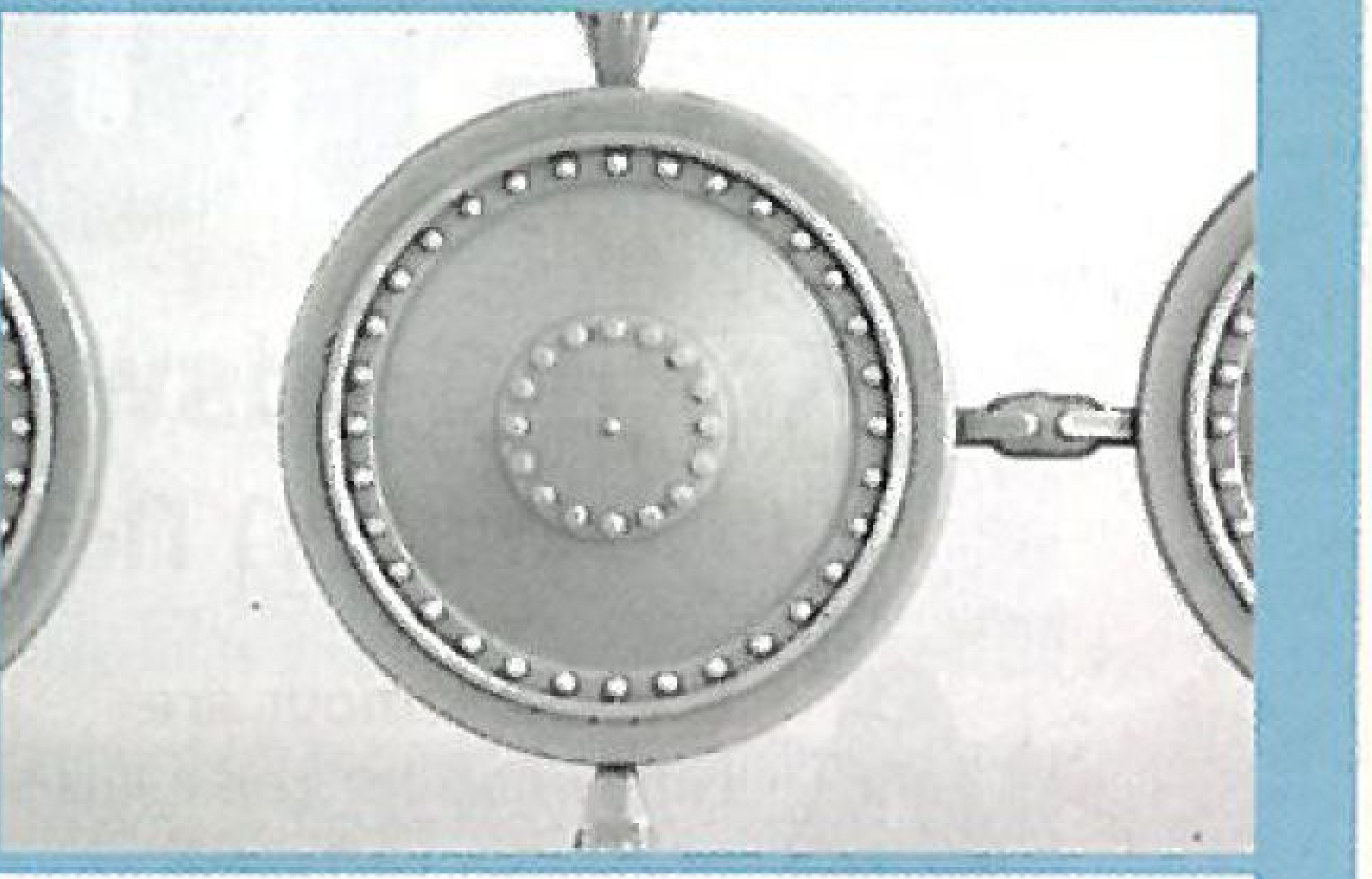


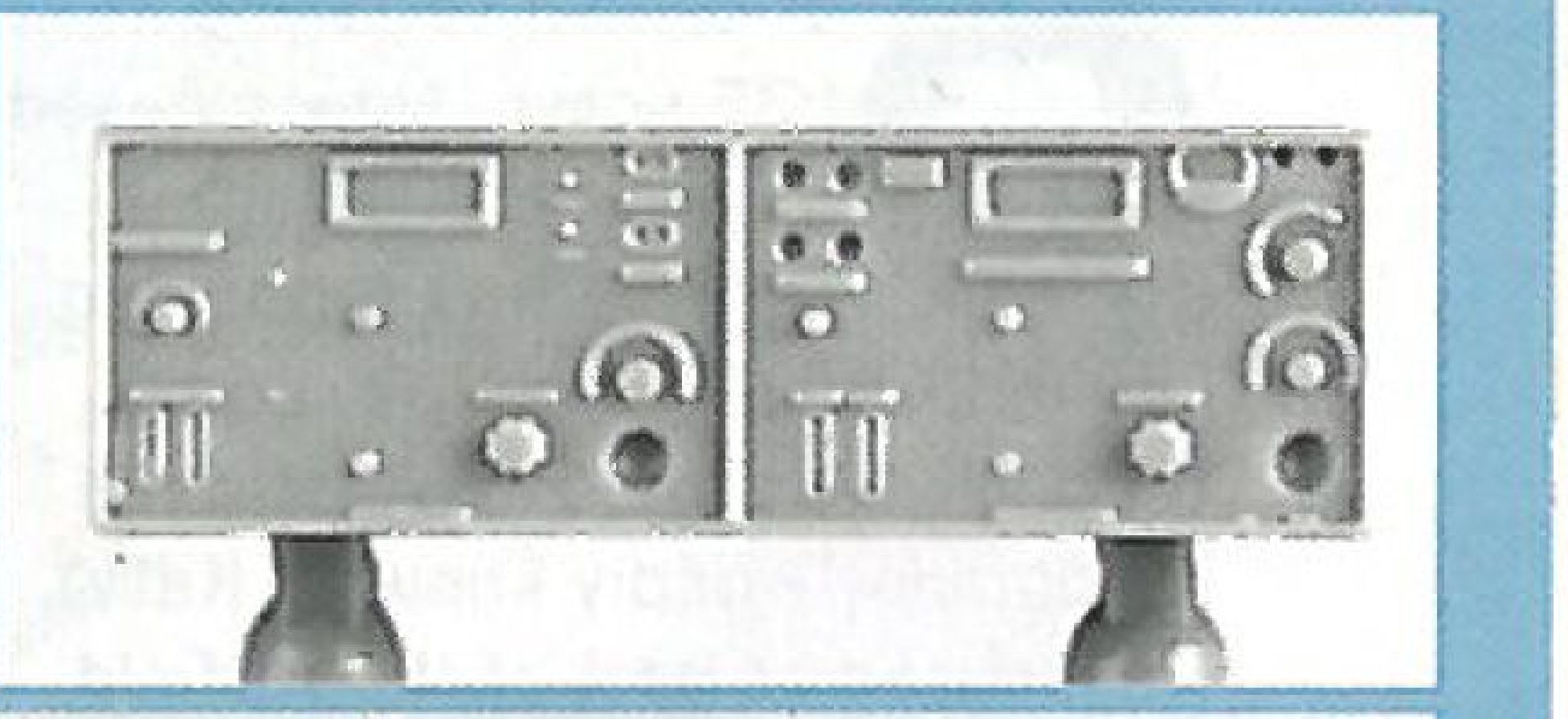


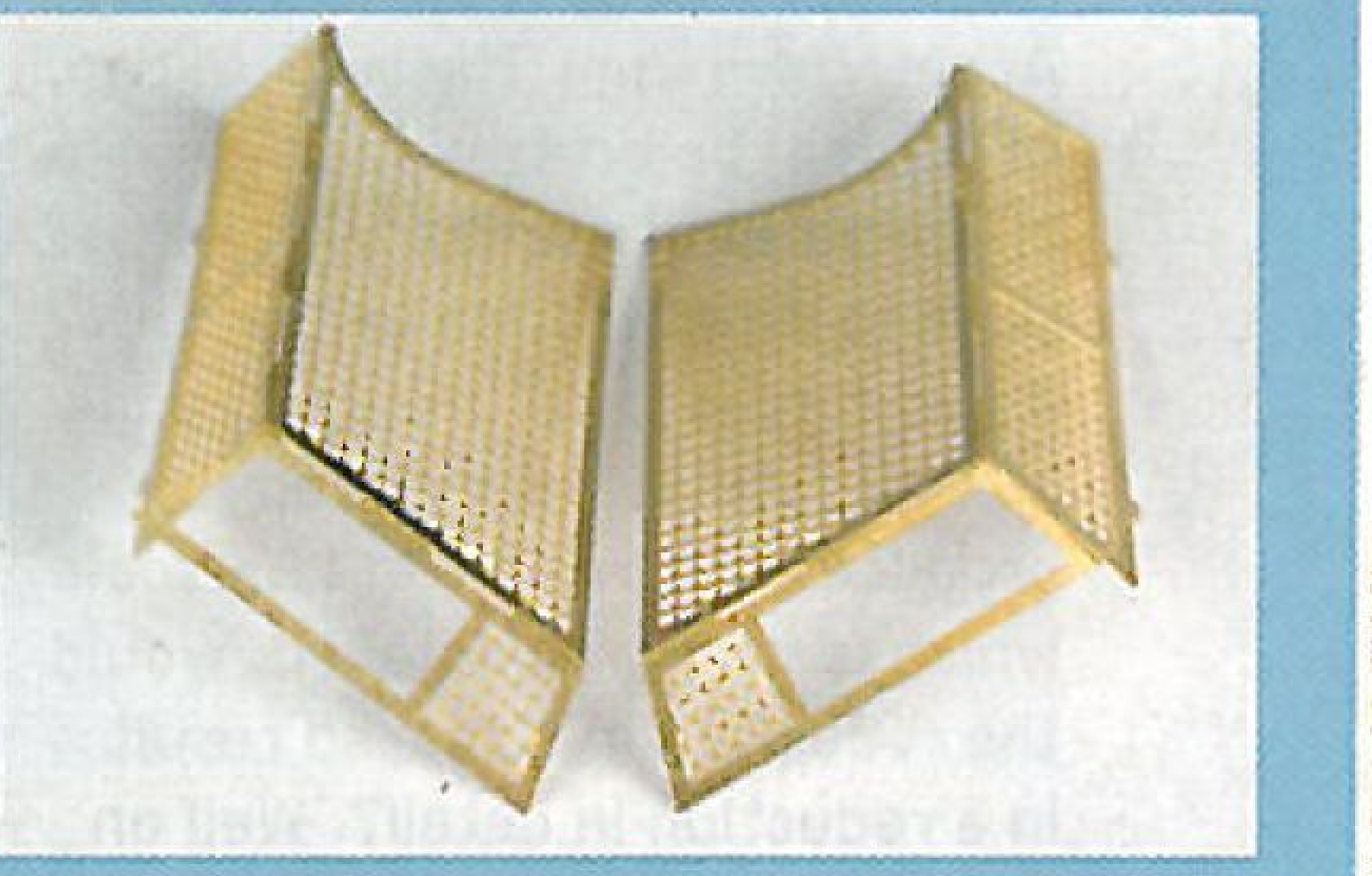


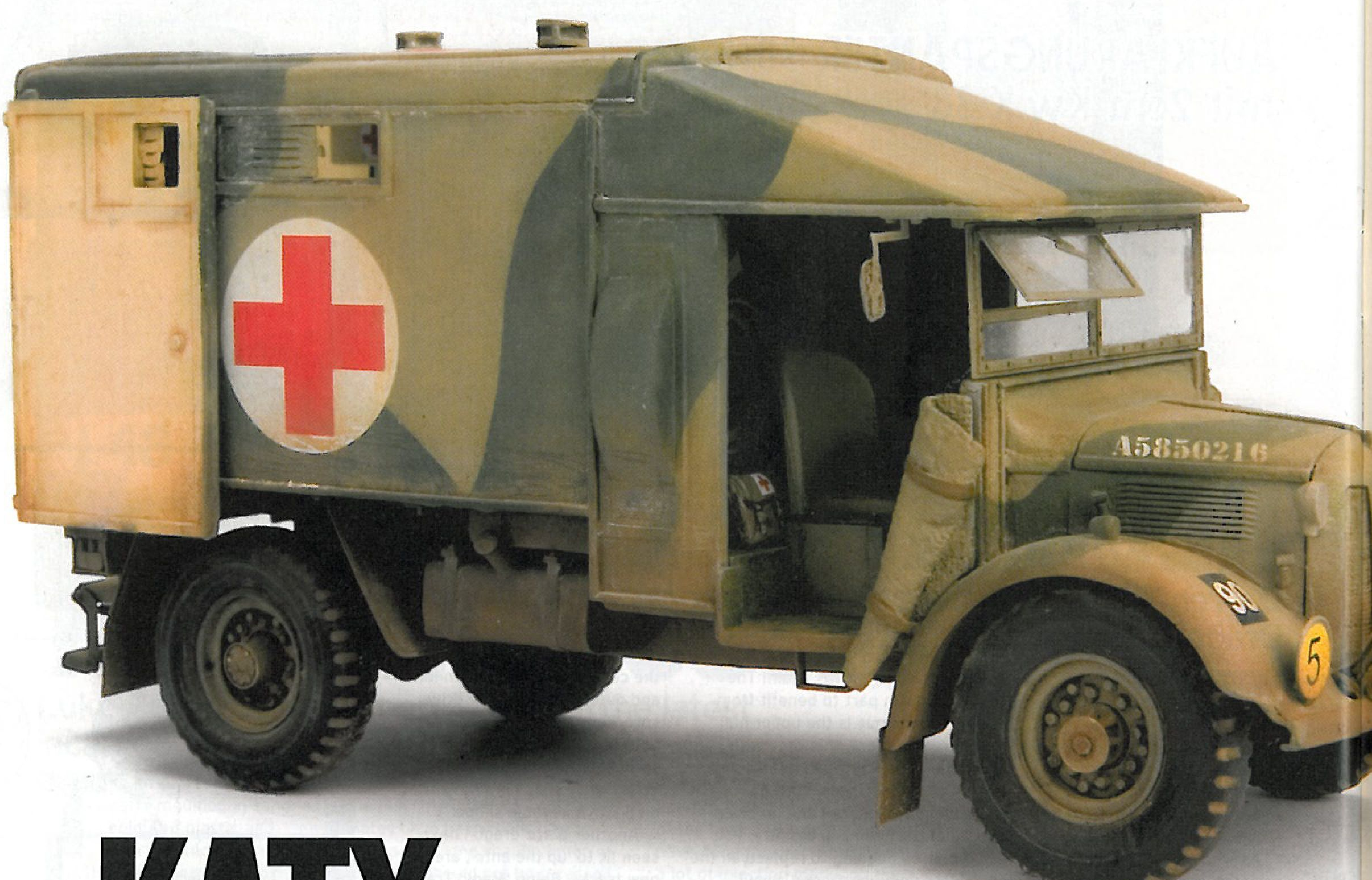












KATY IN THE SUNSHINE

Keith Goldsworthy gets to build Accurate Armour's 1:48 K2 in between nappy changing duties on his new born son...

Accurate Armour are renowned for their kits of British softskins in 1:35 scale. How pleased I was when it was announced that they were to start producing kits in 1:48 scale and that one of their first would be an Austin K2 Ambulance (fondly know as Katy). Advertised as part of the Airfield Accessory range, the vehicle can, of course, be portrayed in almost all theatres of war during WWII, serving with all arms of services of Allied forces.

Accurate Armour already produces the vehicle in 1:35 scale which is very well detailed. Would the reduction in size also result in a reduction in detail? Well on the whole this is not the case although inevitably there is some compromise, but not to an extent that it detracts from the overall quality. One example of this compromise is the lack of louvres in the bulkhead between the front and rear cabs. In practice once the kit is built this feature can hardly be seen anyway.

CONSTRUCTION

The chassis and engine compartment/front cab were first to be constructed as per the instructions (a series of in build photographs, with labelled parts). Most chassis components are cast integrally which simplifies construction. All that is required to be fitted are the fuel tanks, exhaust and axles. The mudguards, rear step, POW holders are supplied in etch brass. The upper engine block is supplied as a separate piece although I decided to omit this from my kit as the engine would not be on show. The cow bar, headlamps and bridge classification plate were fitted in their appropriate locations around the front end of the vehicle. Side lights are provided as optional extras. It was at this point that my reference photos 'forced' me to add some detail missing from the front cab floor. The photos show the floor to be made of individual planks of wood. I replicated this by using a scribing tool (the sharp end of a drawing compass) and the end of a small steel rule.

The rear cab floor was added to the chassis. The rear cab sides and roof were not fitted at this stage but parts such as the roof ventilator pots, window louvres were attached. The rear step was constructed with some appropriately sized Grandt Line bolts added as per reference photos. Guide rails for the stretcher lower pair of beds were added. Care needs to be taken when fitting these as they need to be positioned to ensure that when a stretcher is put in place it lies in a horizontal position.

A few awkward casting defects were put right using Squadron Green putty.

PAINTING

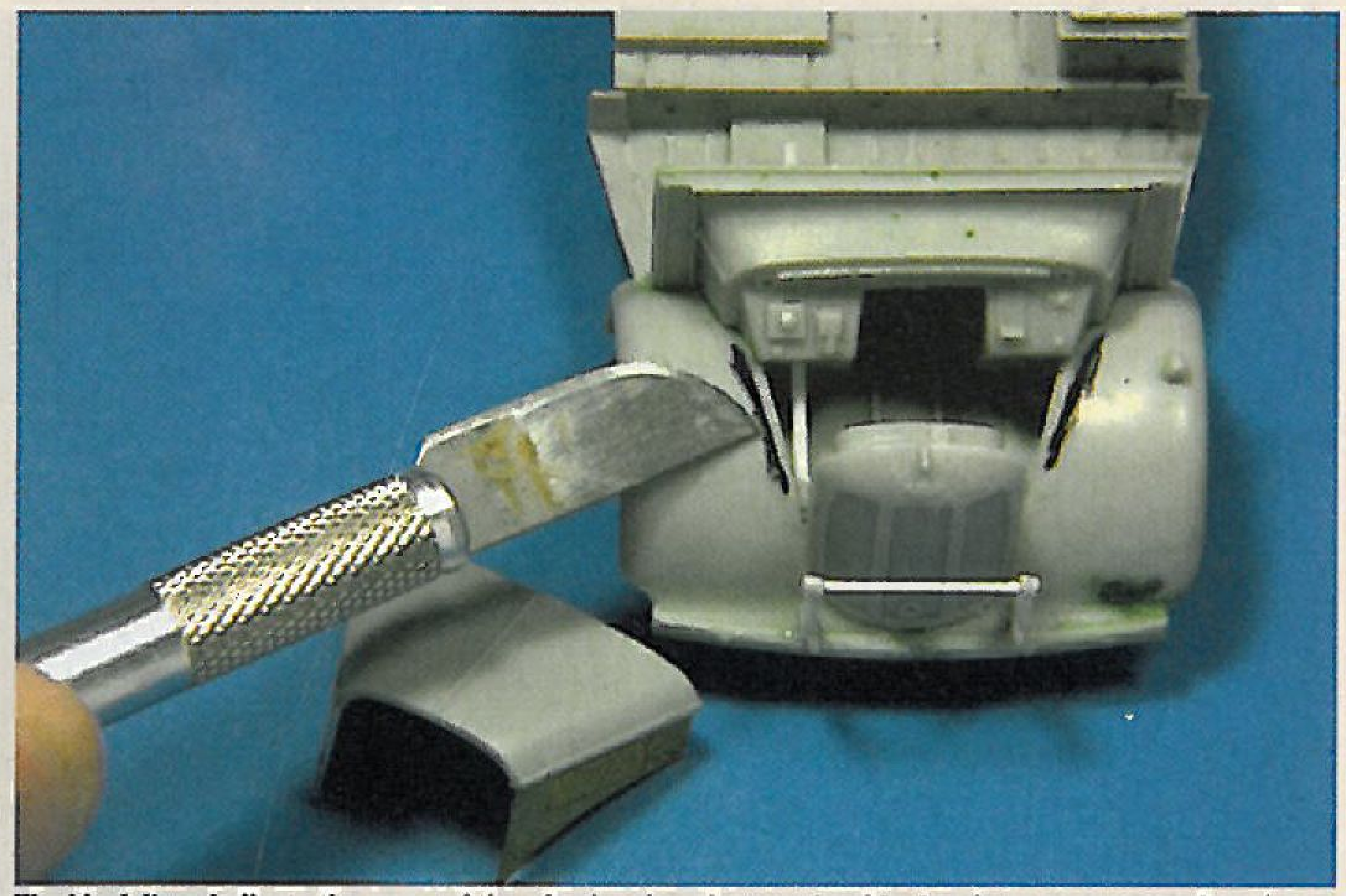
As is the norm with softskin vehicles it is necessary to paint the interiors prior to the completion of construction. I chose to paint the rear cab sides, roof and doors before adding them to the rear cab floor. This decision was taken after several dry fits of the parts to ensure that there would be minimal, ideally zero, use of filler.

All parts were washed in warm soapy water and dried. They then received two light coats of grey automotive primer. A pre-shade of olive green was applied using an Iwata Eclipse airbrush. Although I normally limit any pre-shading to panel lines, etc., I did allow the pre-shade to cover the inside of the front cab. Following the pre-shading I applied some Gunze masking fluid in an attempt to create an effect of worn away paint by the boots of the squaddies who would occupy the cab. Once dry the first of two base coats (colour explained a little later) was applied. After the first base coat, I applied a little more masking fluid to help generate some degree of variation in wear (in hindsight this was probably a little overkill on such a small vehicle). A second slightly lighter base coat was applied. The paint was left to dry for 24 hours before attempting to remove the masking fluid. This was done using a cocktail stick, the end of which was covered in dry masking fluid. Once happy with the worn effect the area was sealed with matt varnish (Xtracolour) that was tinted with a tiny amount of base colour. This helps tone down the contrast of the olive green and the light mud base coat and introduces a dusty appearance, necessary for the theatre of war the vehicle was to be depicted in. Weathering was undertaken using a raw sienna oil filter and a Humbrol Dark Earth filter, each thinned with 95% Humbrol thinners. A subsequent pin wash of raw umber was applied, restricting it to panel lines and around any raised detail. Finally, a little dry brushing using the light mud base coat was undertaken. Prior to masking off the front cab, I added some Fingerprint Design instrument panel dial decals, sealed in with drops of gloss varnish. These decals are actually designed for US vehicles, so excuse this piece of modeller's licence. The finished effect is far better than trying to paint in the detail (for me anyway!).

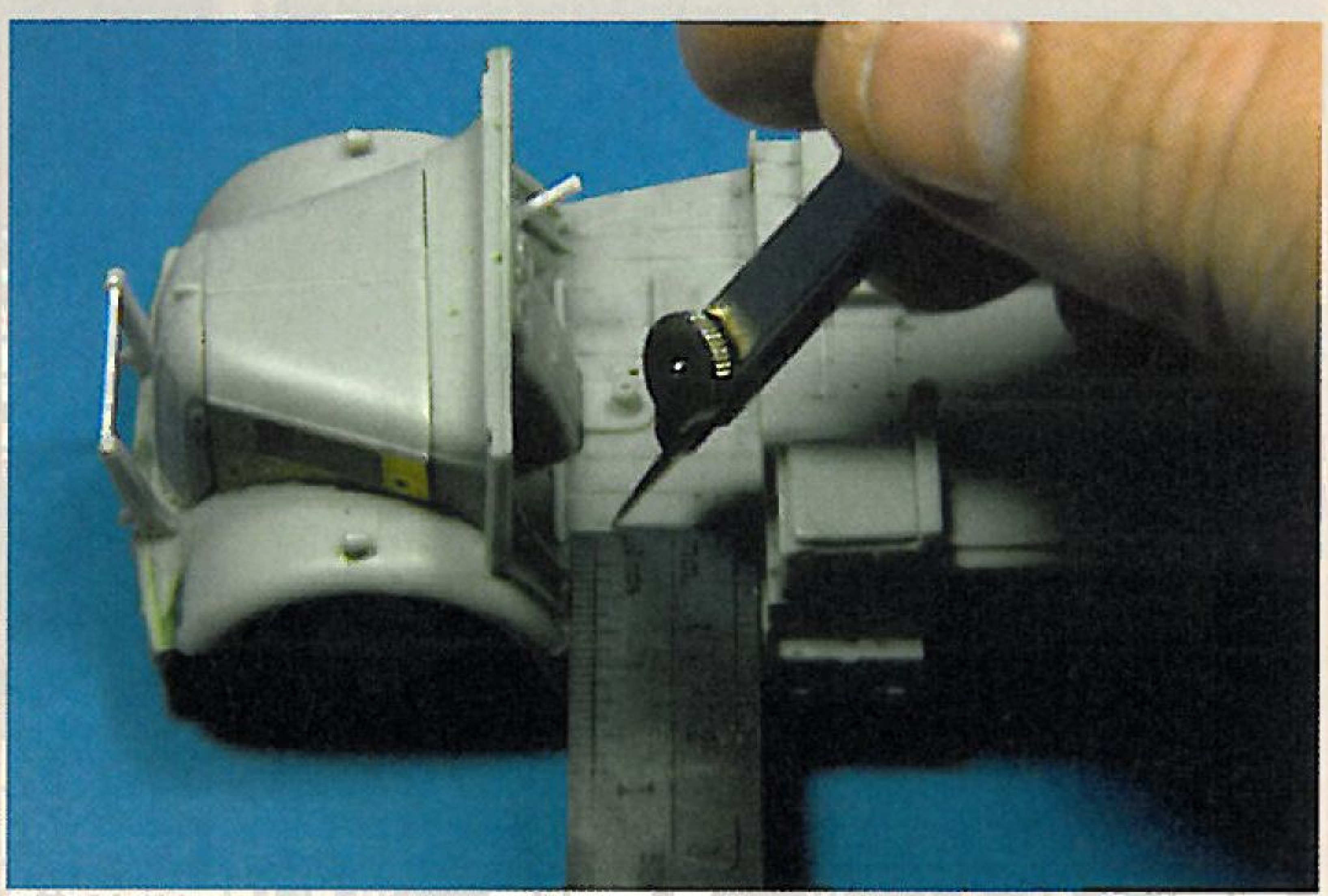
The cab bulkhead was finished separately to the rest of the cab thereby allowing me access. This was now fixed in place and the cab masked off (the windscreen frame was painted but not attached at this stage).

INTERIOR COLOURS

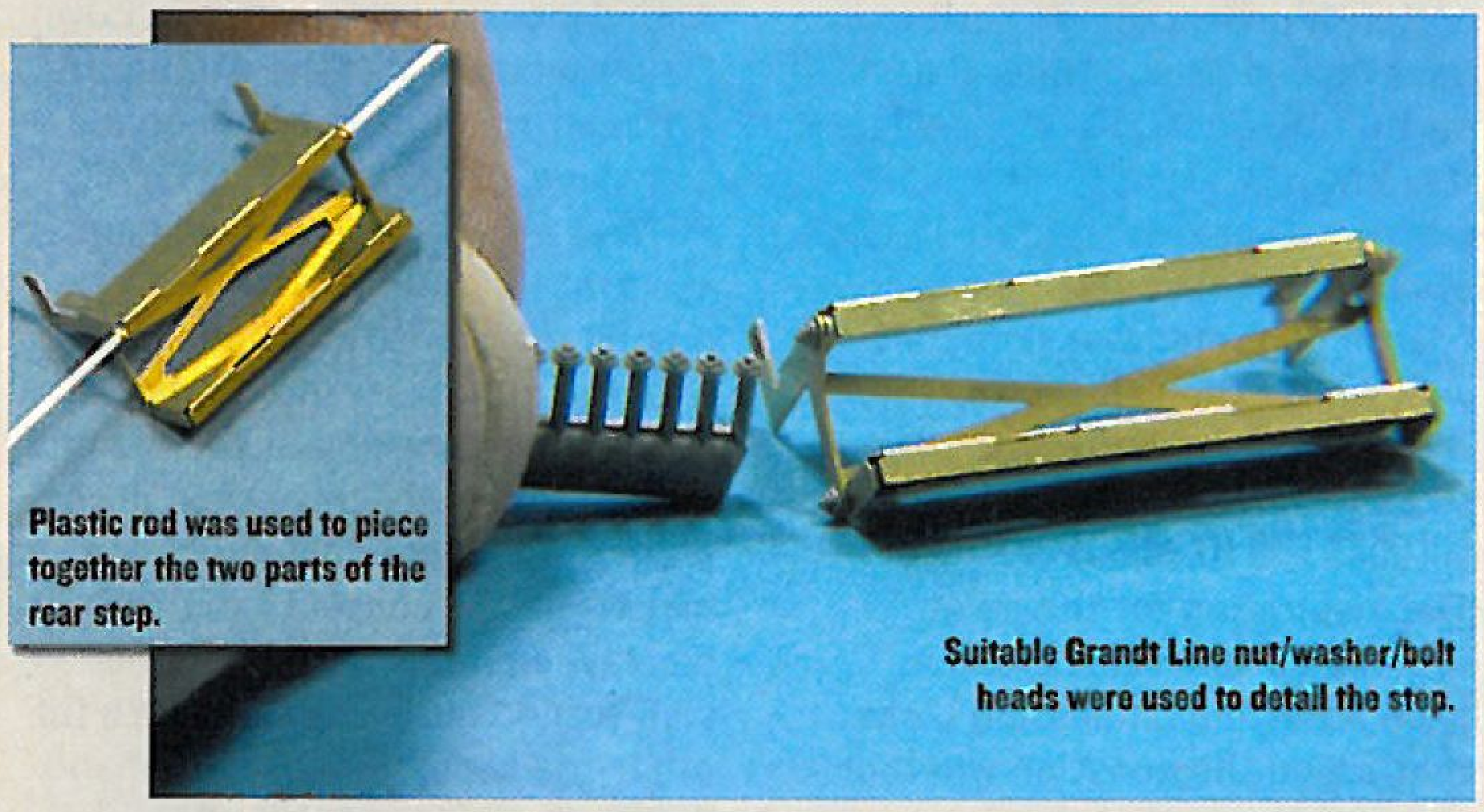
Next to be treated to some painting was the rear cab parts (still left unassembled at this stage). Following a previous conversation with the owner of a 1:1 Katy (who was in possession of original rear doors that had not been repainted), I settled on a cream colour for the interior. The cab components were pre-shaded with Tamiya Red-Brown, restricting the pre-shading to panel lines, etc. Once dry, two base coats of cream were added (the second coat lightened slightly with white). After 24 hours, the base coat was sealed with matt varnish. The same two filters were used as with the front cab but I refrained from using a pin-wash of raw umber feeling that it would provide too much of a contrast with the cream base coat (the pre-shade would suffice). The cushions on the cab walls were base-coated with Tamiya Red Brown and once dry burnt sienna oils were used to replicate a leather effect. Once painting and weathering of the rear cab ▶



The black lines indicate the areas of the wheel arches that require thinning down to accommodate the engine grilles.

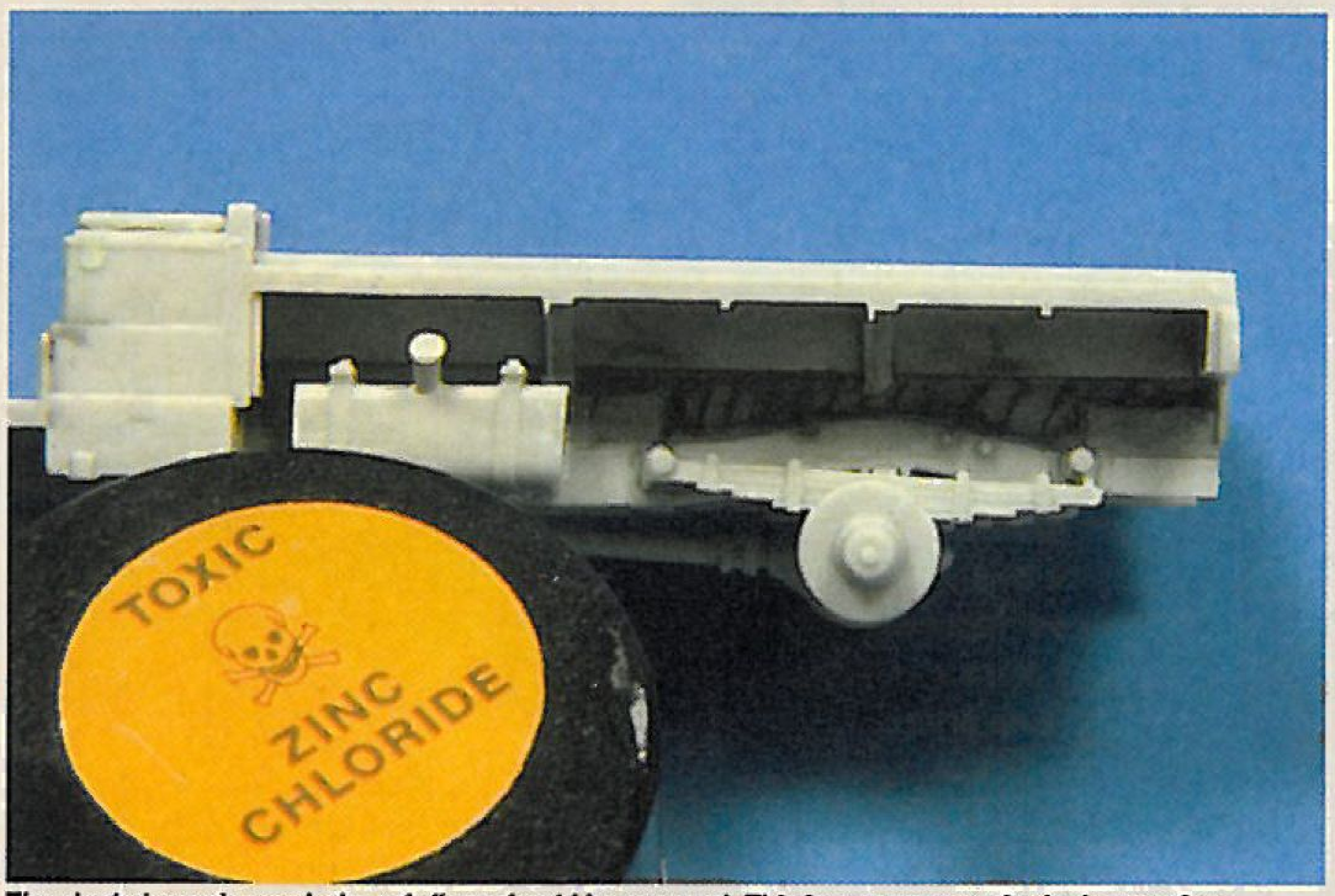


The floorboards of the front cab were added using a suitable scribing tool and straight edge. Reference photos are essential when adding such detail.

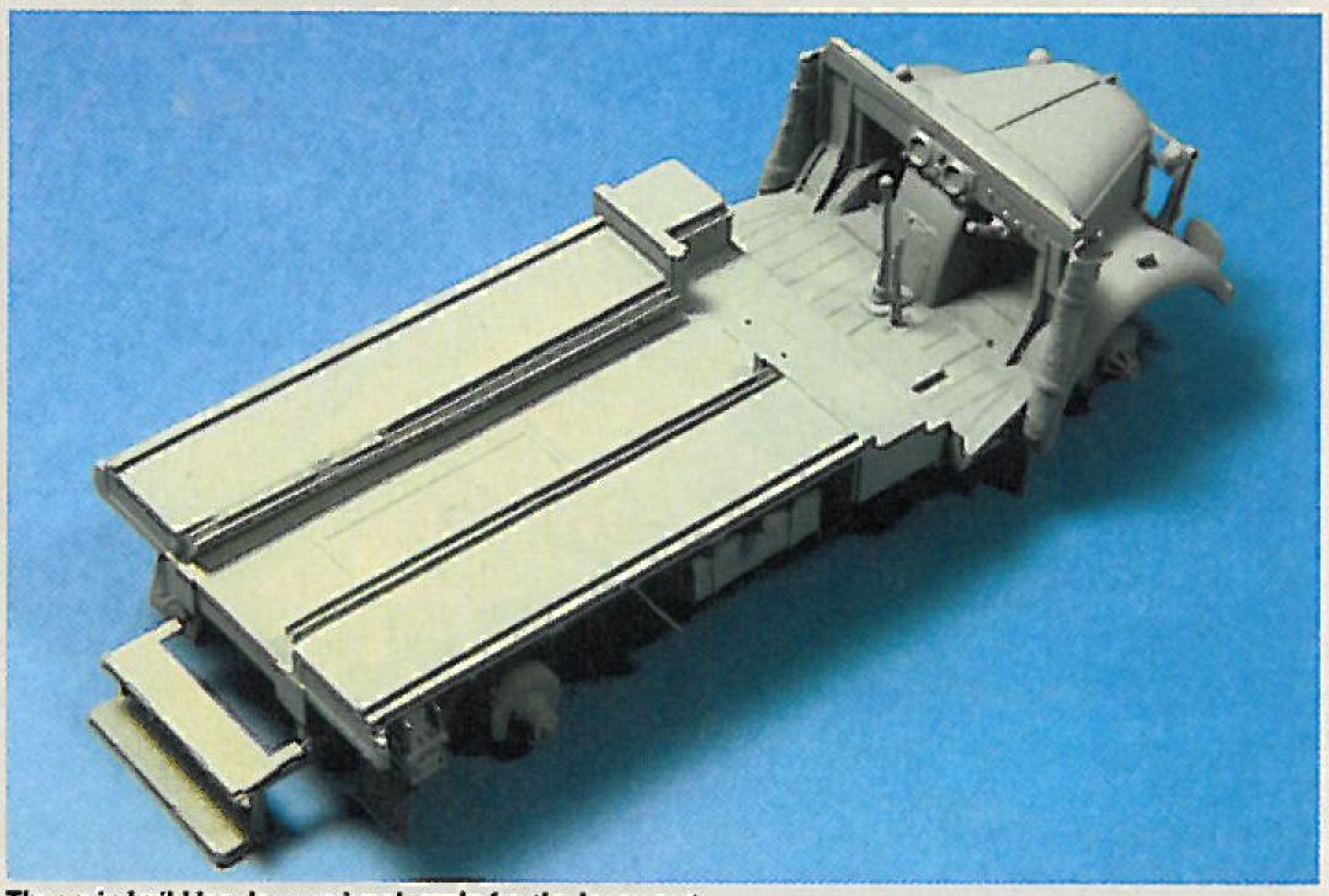


Plastic rod was used to piece together the two parts of the rear step.

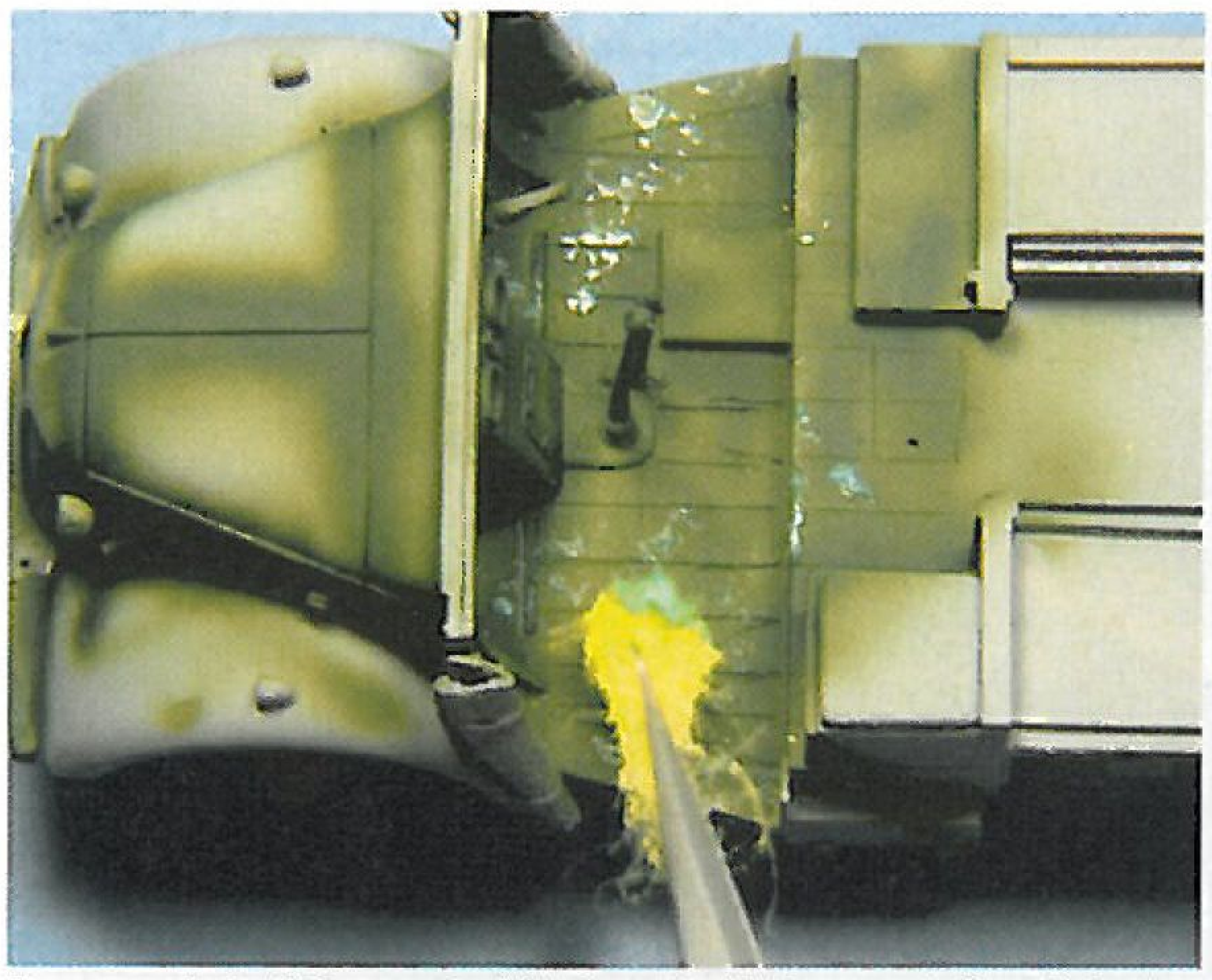
Suitable Grandt Line nut/washer/bolt heads were used to detail the step.



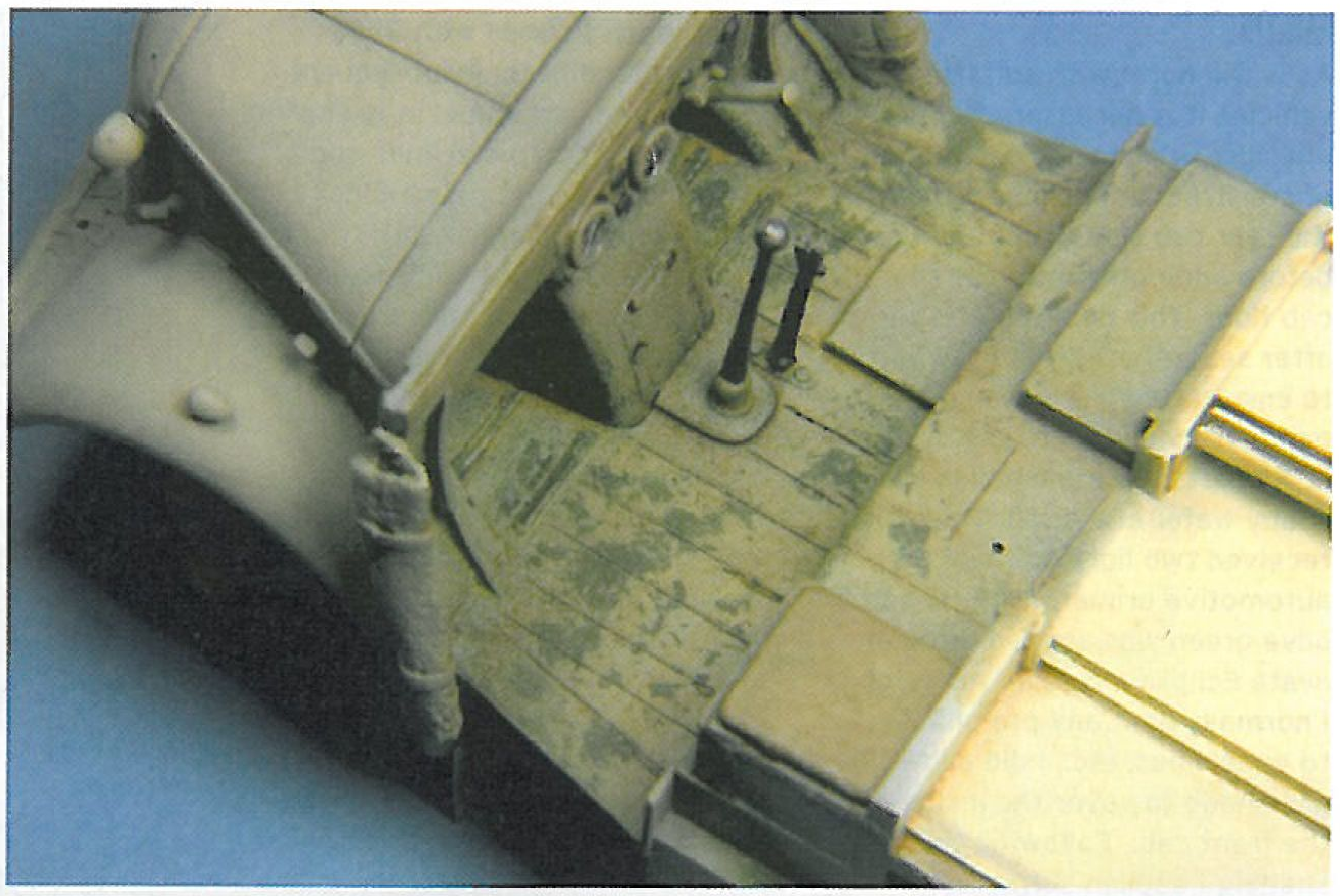
The shaded area beneath the cab floor should be removed. This is not apparent in the instructions.



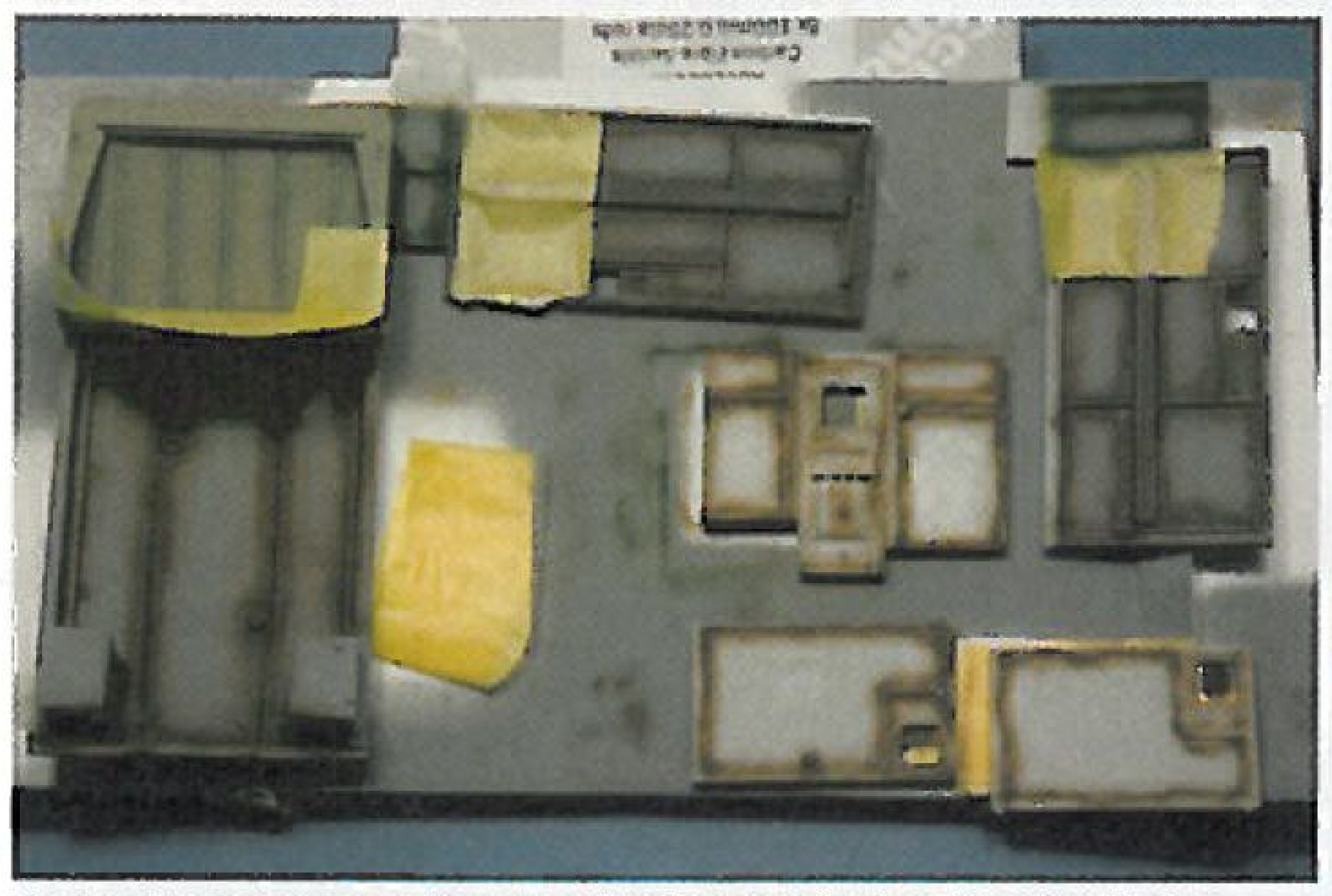
The main build has been primed ready for the base coat.



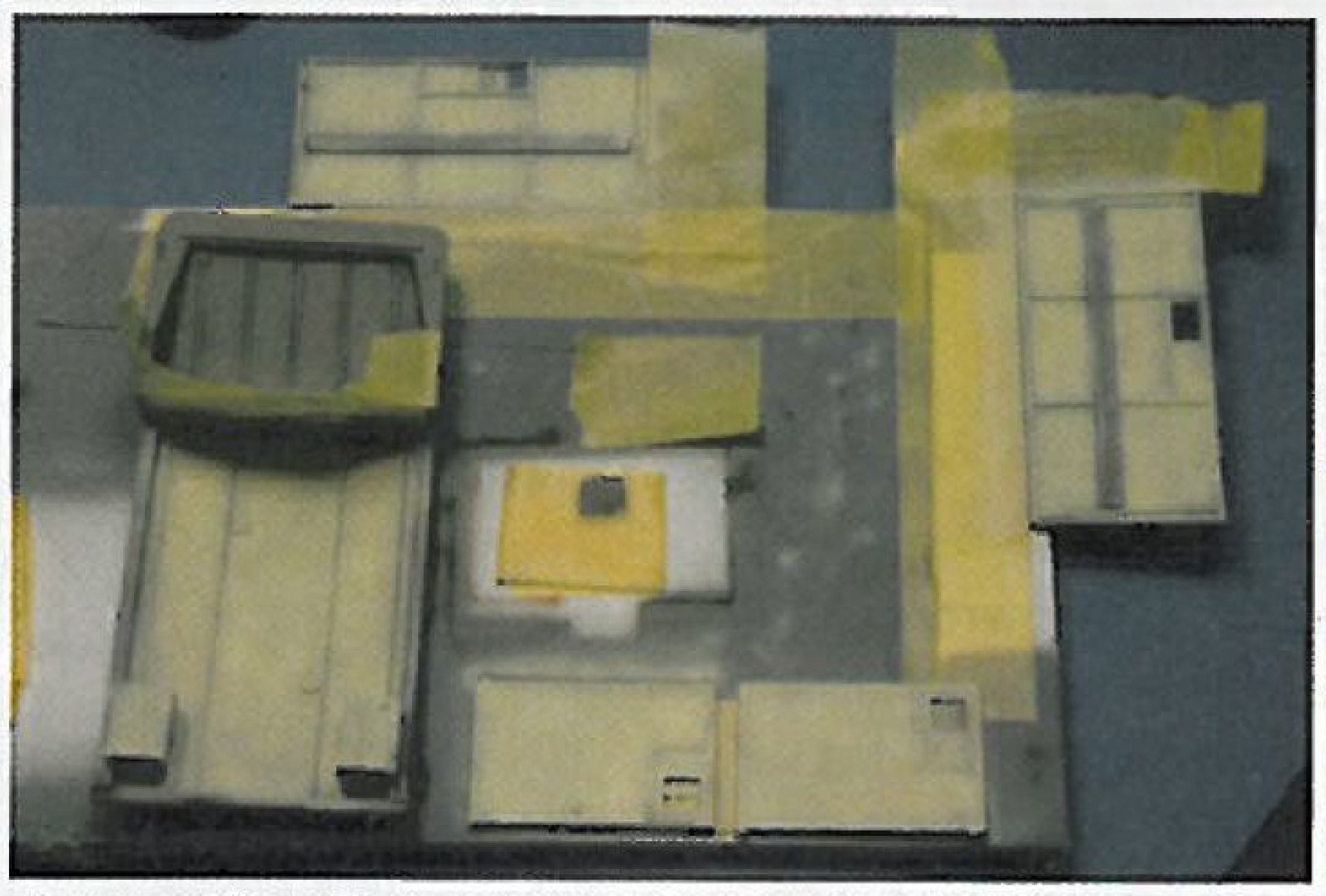
Once a pre-shade of olive green had dried, masking fluid was sparingly applied using a piece of Scotchbrite and tweezers.



Once the masking fluid had been removed with a cocktail stick, the weathering was completed using oils and enamels.



Rear cab components have received a pre-shade of Tamiya Red Brown acrylic paint (XF64).



A cream coloured base coat was misted over the Red Brown pre-shade.

The cushions on the cab walls were sprayed in Tamiya Red Brown, before dry-brushing with raw Sienna oil paint for a leather effect.

components was completed the rear cab was constructed (the rear doors were left off) and masked.

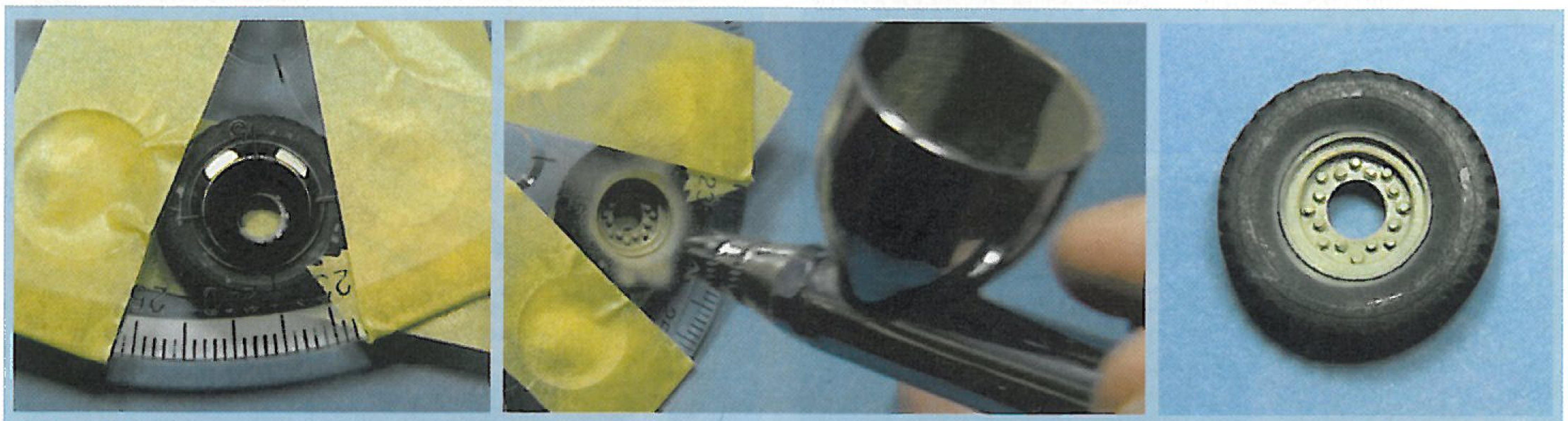
Katy's underside (ooo.er!) was base coated using Humbrol dark earth. The outside of the vehicle was given two coats of the light mud base coat (over a pre-shade of olive green acrylic). The second coat of light mud was lightened with white. The vehicle was then ready to be camouflaged.

COLOURS AND MARKINGS

The inspiration for the paint scheme on this vehicle came from a posting on Missing Links that asked the question whether allied ambulances were ever camouflaged. Several responses later, a photo was posted of K2 Ambulances serving with the 20th Field Ambulance of the 6th South African Armoured Division on a quay side in either Italy or Egypt. Several emails later with William Marshall in South Africa who posted the photo, I was equipped with the necessary information to finish my vehicle in the colours and markings akin to those seen in the photograph. The main stumbling block was the unusual insignia displayed on the rear door. The sign turned out to be a warning for other road users of the right-hand drive nature of the vehicle.

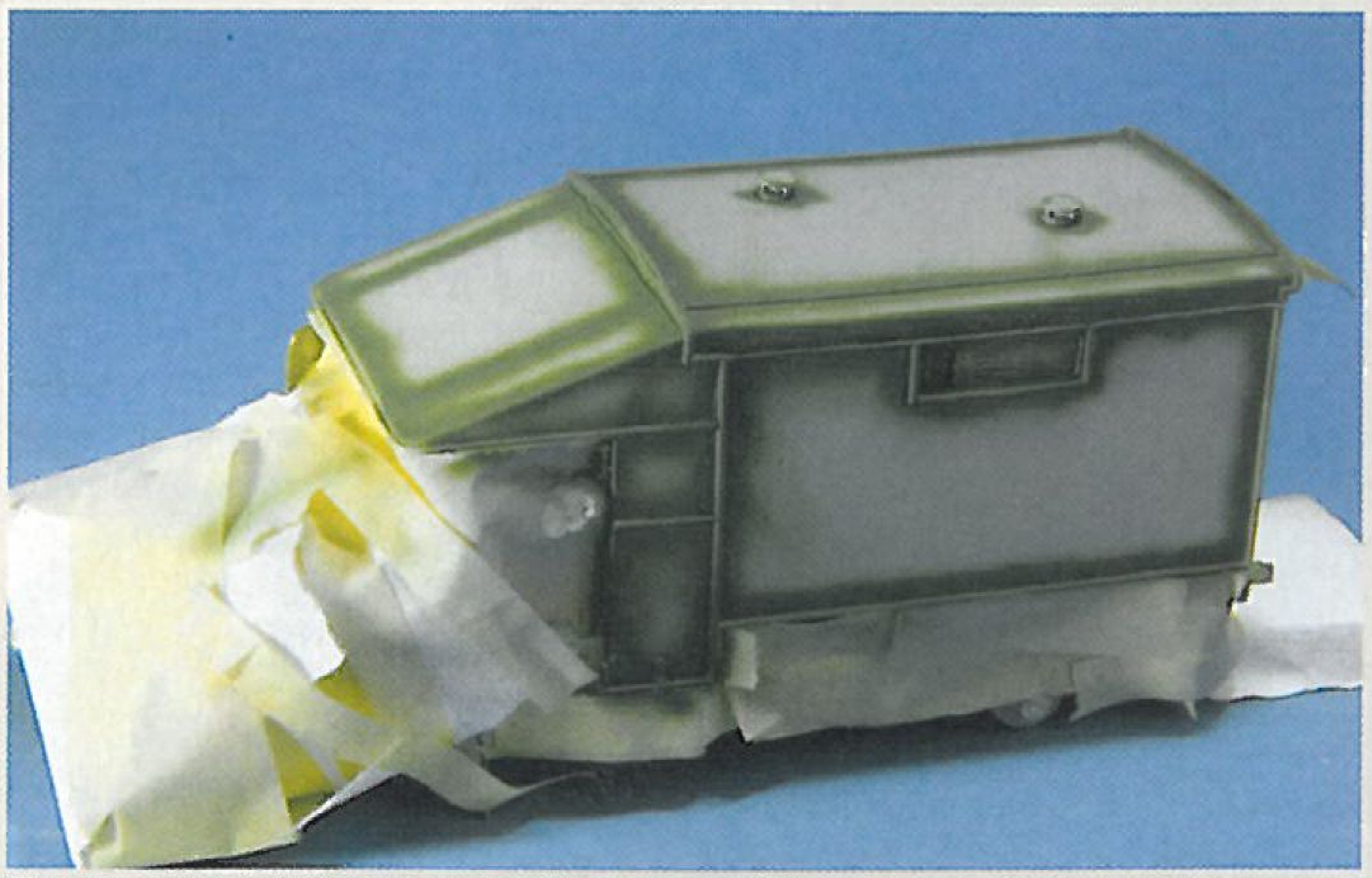
Needless to say the right-hand drive marking is not available in any known set of decals, particularly in 1:48 scale. This meant having to make my own markings. In addition, I also decided to make my own 6th SA Armoured Divisional sign (a green triangle upon a yellow background). The markings were created using Photoshop and the markings printed on suitable decal paper.

The base colour of the vehicle was determined as light mud, a colour used during the Sicilian and Italian campaigns and described as dirty grey-beige or light grey. This was mixed from Humbrol paints as described by Mike Starmer and Mike Cooper on the MAFVA website. The colours (187, 34 and 33) were mixed by ratio 6:1:1 respectively. I did add slightly more white (33) to the mixture to allow for the scale effect. The disruptive colour is olive green, one of several colours used as disruptive patterns but often used by South African forces. I again called upon Starmer and Coopers recommendation, this time mixing 116 and 150 (2:1). I slightly lightened this by a touch more 150.

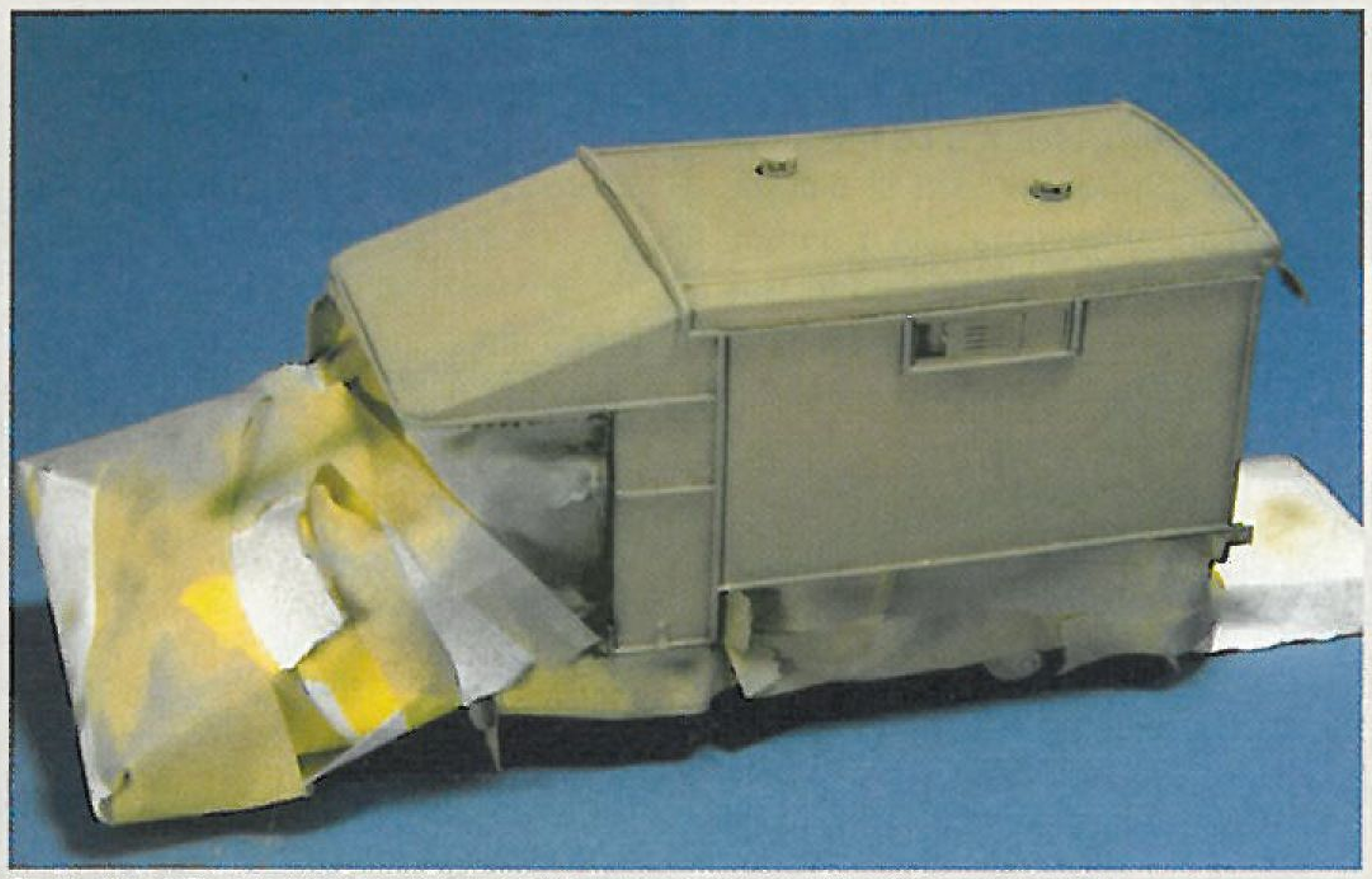


Tech Tip!

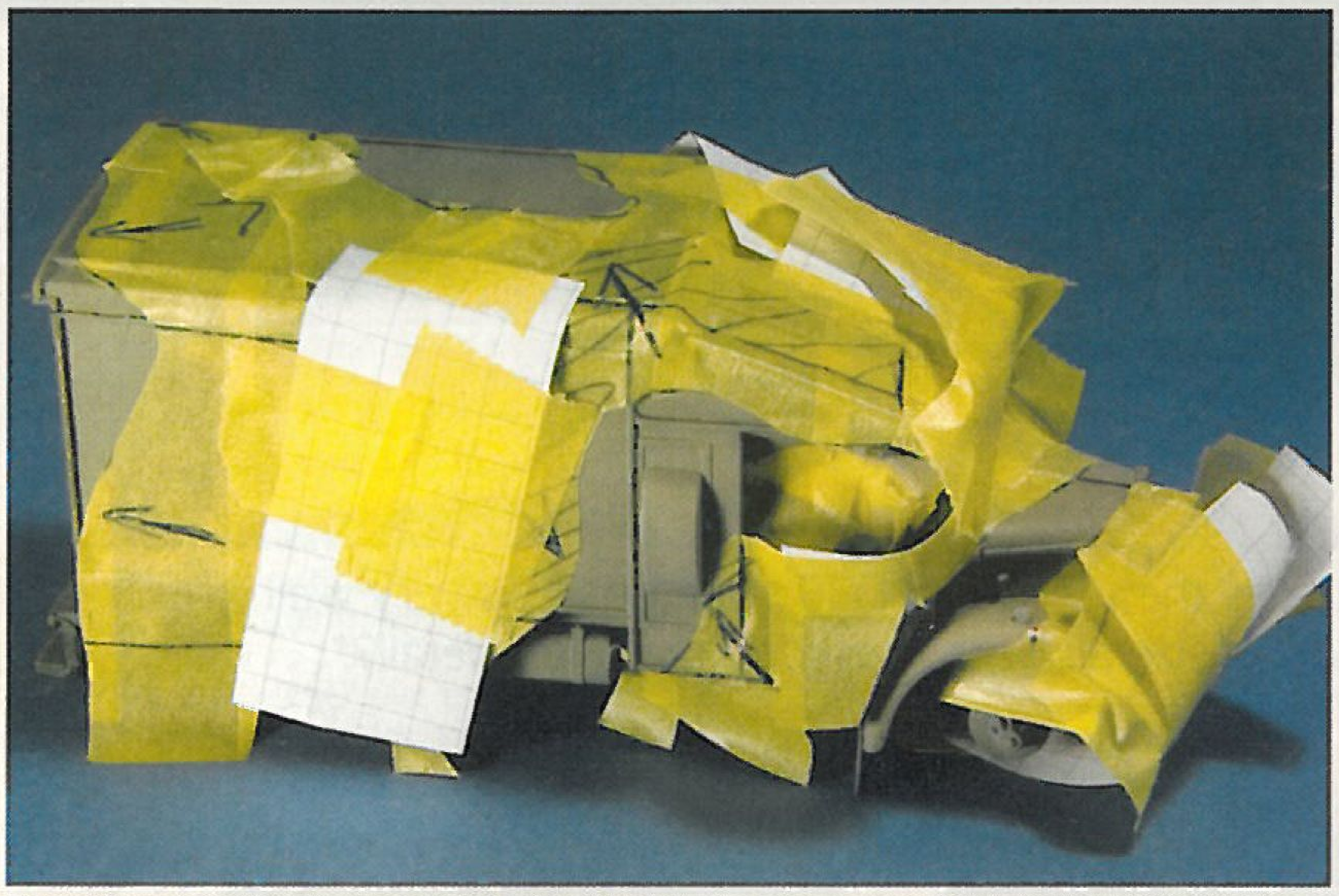
1. Base coat of Vallejo Black with a little Vallejo Flesh added. 2. Using a circle template of suitable size, the wheel centres are given a coat of Light Mud base coat. 3. The wheel with its base coats prior to weathering.



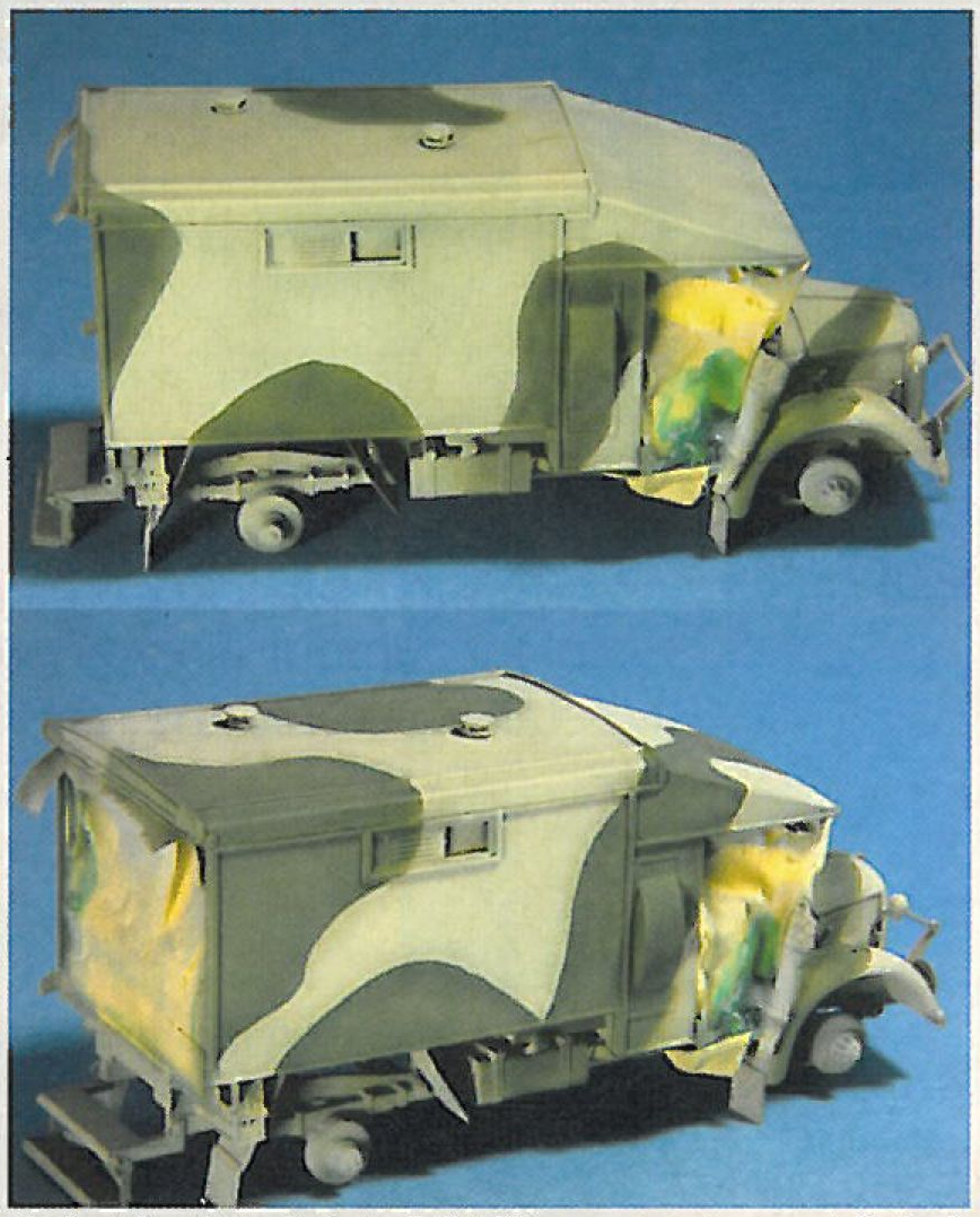
With the cab area suitably masked off the first sequence of the painting process was to add some pre-shading along and around all panel lines and detail using Tamiya Olive Green (XF-58).



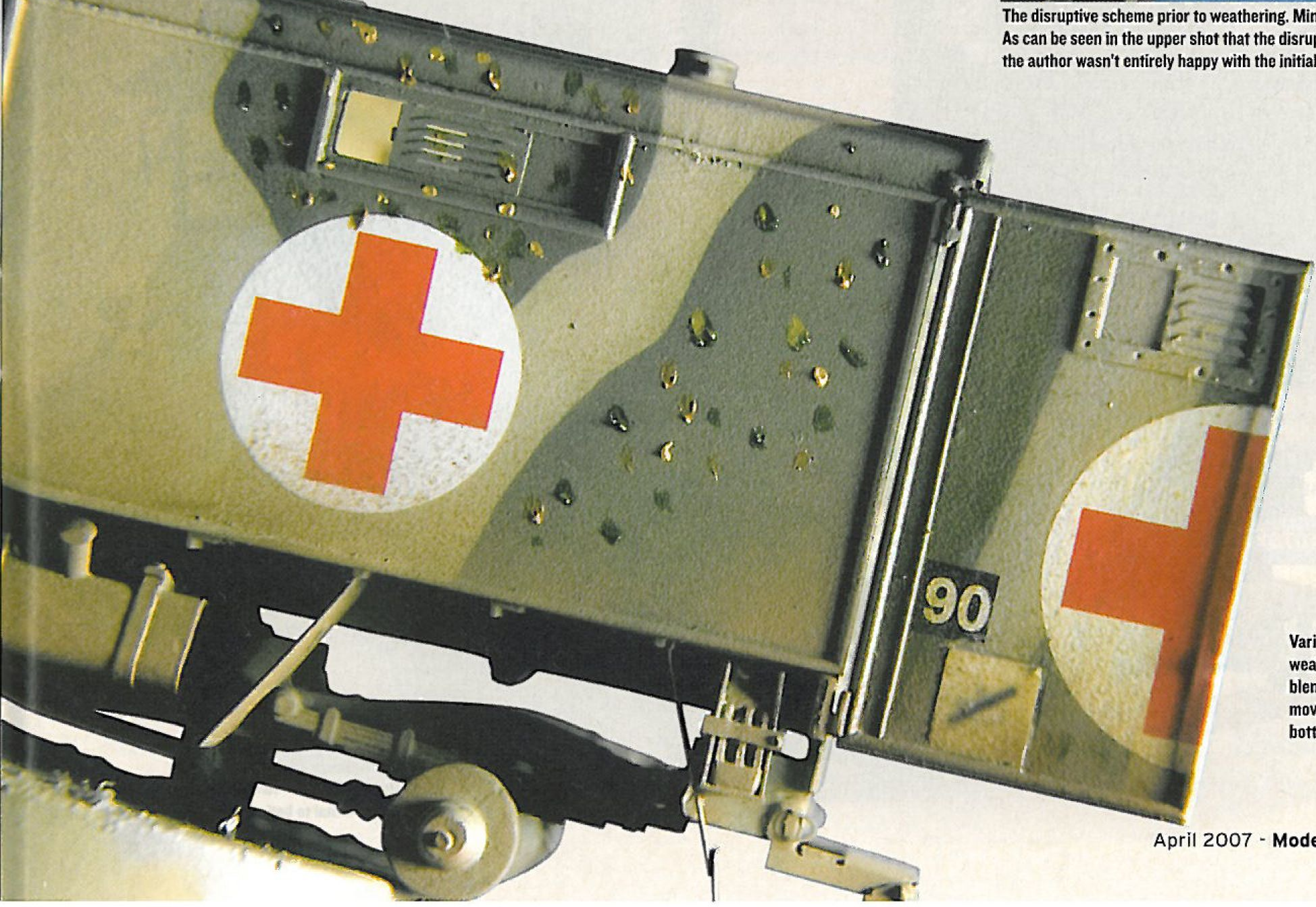
The inside of the truck has been masked using tissue paper and Tamiya masking tape. The base coat has been applied at this stage.



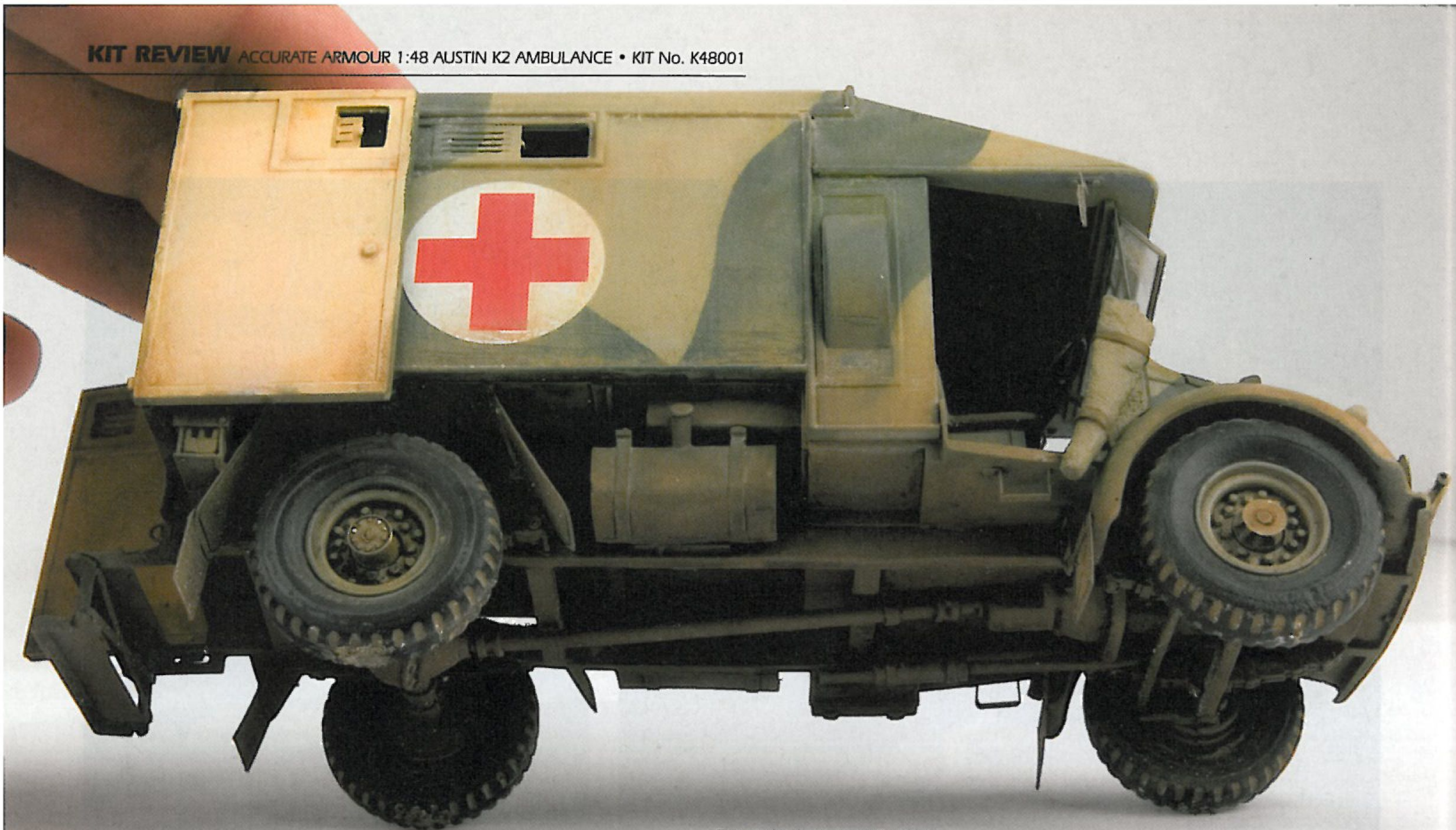
The masking tape templates have been applied to the vehicle body. The arrows were required during the planning stage to ensure the correct parts of the masks were used.



The disruptive scheme prior to weathering. Minor oversprays were corrected by hand. As can be seen in the upper shot that the disruptive green pattern was extended, as the author wasn't entirely happy with the initial pattern.

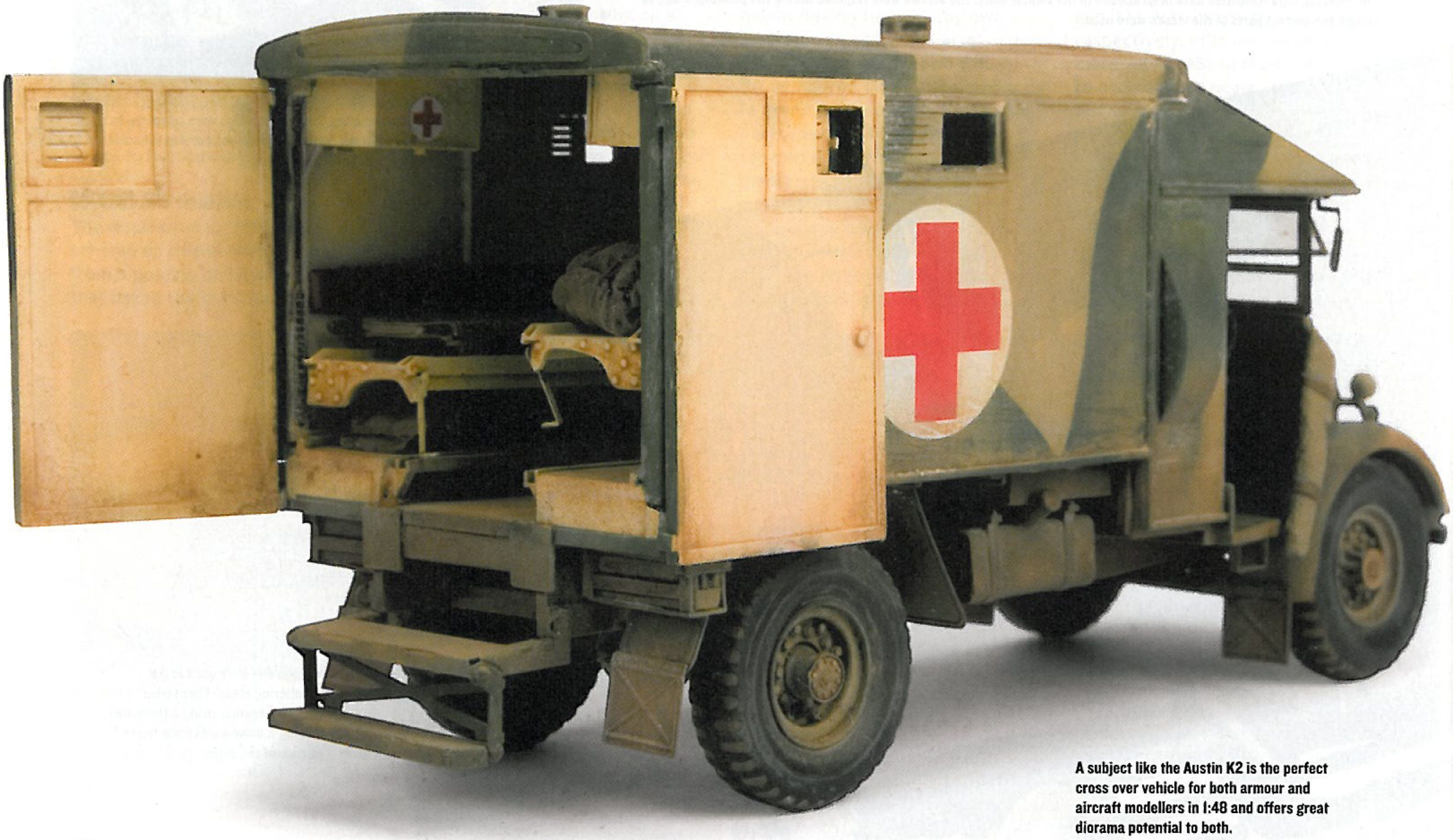


Various oils were used in the weathering stage. These were blended together using a flat brush moving it downwards from top to bottom of the sides.



Even on this diminutive 1:48 vehicle, Accurate Armour has still included full underside detail.

> "Accurate Armour already produces the vehicle in 1:35 scale which is very well detailed. Would the reduction in size also result in a reduction in detail?"



A subject like the Austin K2 is the perfect cross over vehicle for both armour and aircraft modellers in 1:48 and offers great diorama potential to both.

TEMPLATES

Prior to constructing the kit I drew some templates of the body sides, rear doors and roof onto an A4 sheet of paper. These would be used to draw out a camouflage pattern. The pattern was partly based upon the supplied photograph and other contemporary photos. Information was also gathered from Mike Starmer's publication dealing with the Sicilian and Italian campaign. The A4 sheet of paper was then placed inside an A4 plastic leaf file. Tamiya masking tape was laid in strips over the camouflage drawings. The pattern was then traced onto the tape. Using a large pair of scissors the patterns were then cut out. By moving the masking tape-covered plastic while cutting a smooth cut can be achieved, particularly when cutting out tight curves. The masking tape templates were then carefully peeled from the plastic and applied to the relevant part of the vehicle. The disruptive paint could then be applied. This was done using several light coats to avoid a build up of paint, particularly at the edges and thus minimising the risk of peeling off paint when the masking tape was removed. The final coat of paint was lightened further to reduce the contrast between the two paint colours (as per reference photograph).

Following the application of Johnson's Klear floor polish all decals were applied. The homemade decals are very fragile and need to be treated with care. The kit supplied decals are very fine and the colour registration is excellent. My only criticism is that the white backgrounds to the red crosses are too translucent. Once the decals were set (I use Microscale Set and Sol) they were sealed with a further application of Johnson's Klear.

DOT TO DOT

The painting stage was completed using a dot-to-dot oil filter technique remembering to blend the oils using a vertical motion with the paintbrush moistened with enamel thinners. Finally a raw umber oil pin wash was applied around raised detail, etc. The chassis was dusted with Tamiya Dark Earth with a slight overspray of Tamiya Buff.

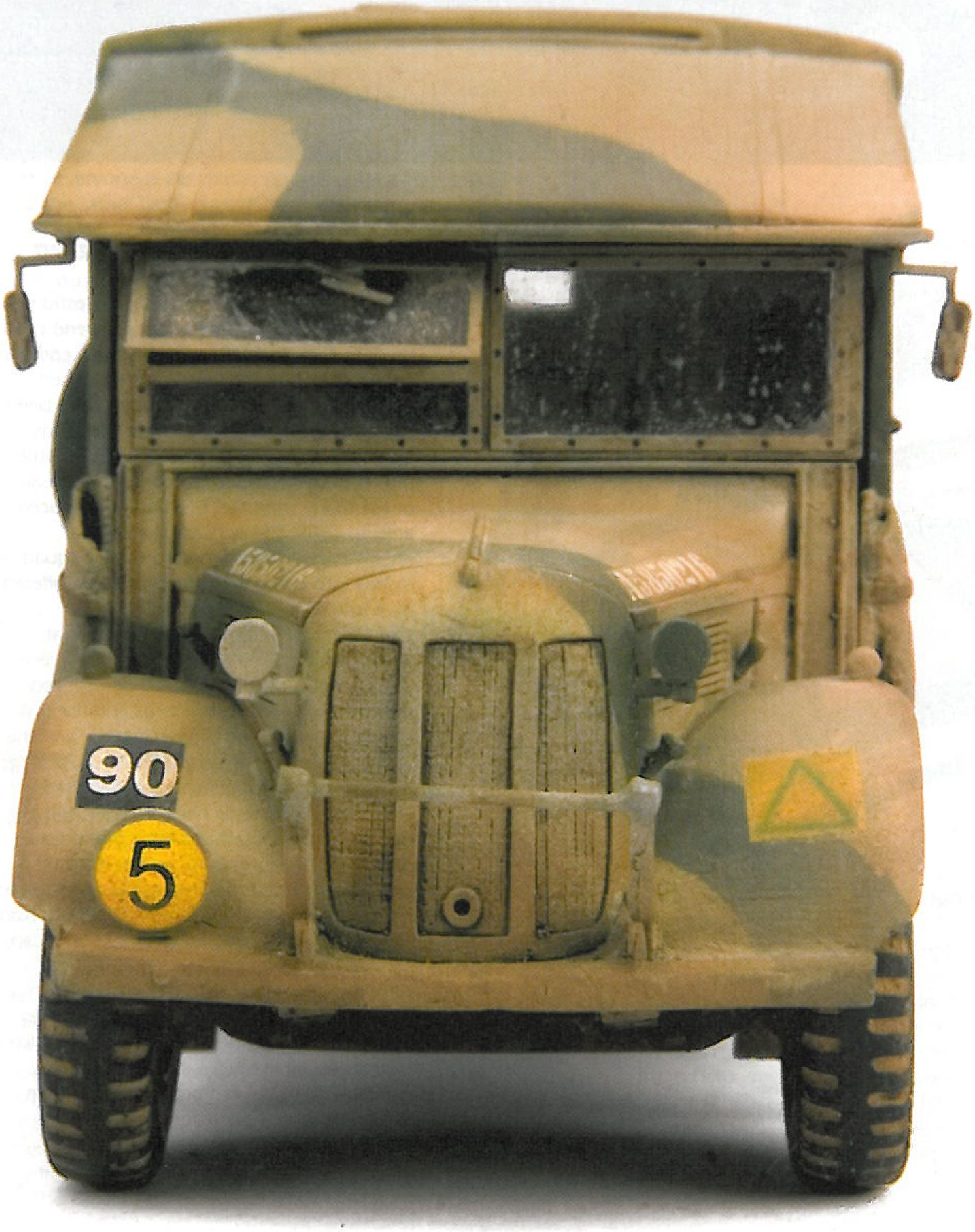
MIG powders were used to 'bleach' the cab roof by using a scrubbing action with an old paint brush. The powders were also used to further 'dust-up' the vehicle in keeping with the conditions they found themselves in once they entered the theatre of war.

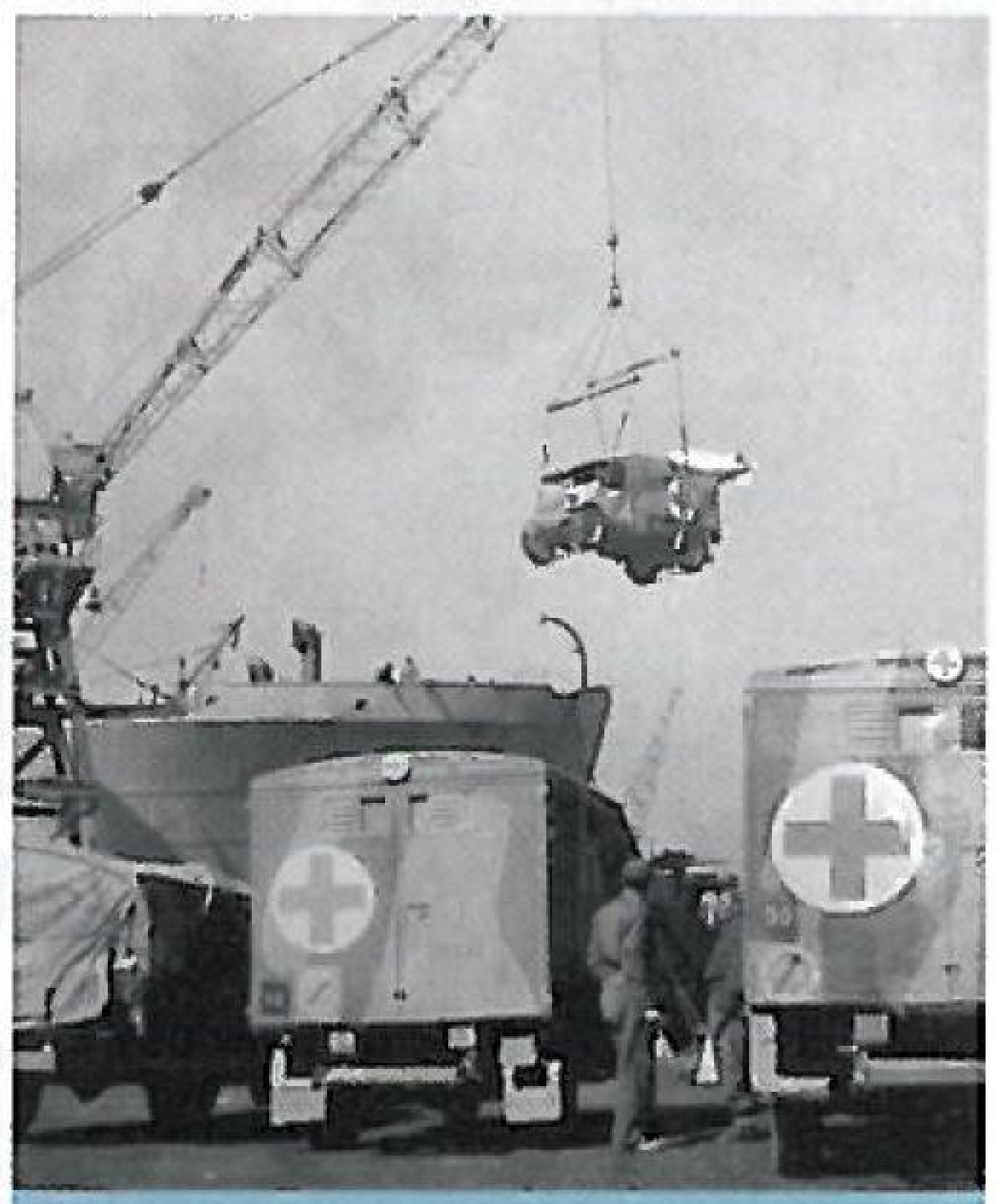
Wheels were also treated to powders, this time in the form of a paste comprising MIG powder, matt varnish and enamel thinners. The wheels had previously been painted grey-black (Vallejo black, mixed with a little flesh colour). The centres of the wheels were painted light mud using a circle template as a mask. The paste was applied to the tyres and the excess immediately removed using a cotton bud moistened with enamel thinners (good technique Spud).

Finally the wheels, windscreen, side mirrors and hub covers were added to the vehicle which was fixed to a suitable base.

CONCLUSION

This kit is a welcome addition to the growing range of 1:48 vehicles. Anyone new to resin kit would find this a good one to start with. Thanks go to Accurate Armour for providing the review sample. ■





Up and away

The real things, K2s of the 20th Field Ambulance, 6th South African Armoured Division on a quay side in either Egypt or Italy.

Modelspec

1:48 Austin K2 Ambulance — **Kit No.K48001**

Paints

Light Mud - Humbrol: 187, 34, 33.
Disruptive Olive Green - Humbrol: 116, 150.
Pre-shade - Tamiya XF58, XF64.
Accessories - Vallejo 988, Vallejo 921.
Varnish - Xtracolour Matt Varnish, Johnson's Klear Floor Polish.

Weathering

Daler Rowney Oils - Burnt Sienna, Raw Umber, Yellow Ochre, Sap Green, Titanium White, Naples Yellow.
Various MIG Productions Pigments.
Vallejo Acrylic Medium Gel.

☑ Iconic British Softskin.
☒ Awkward casting defects.

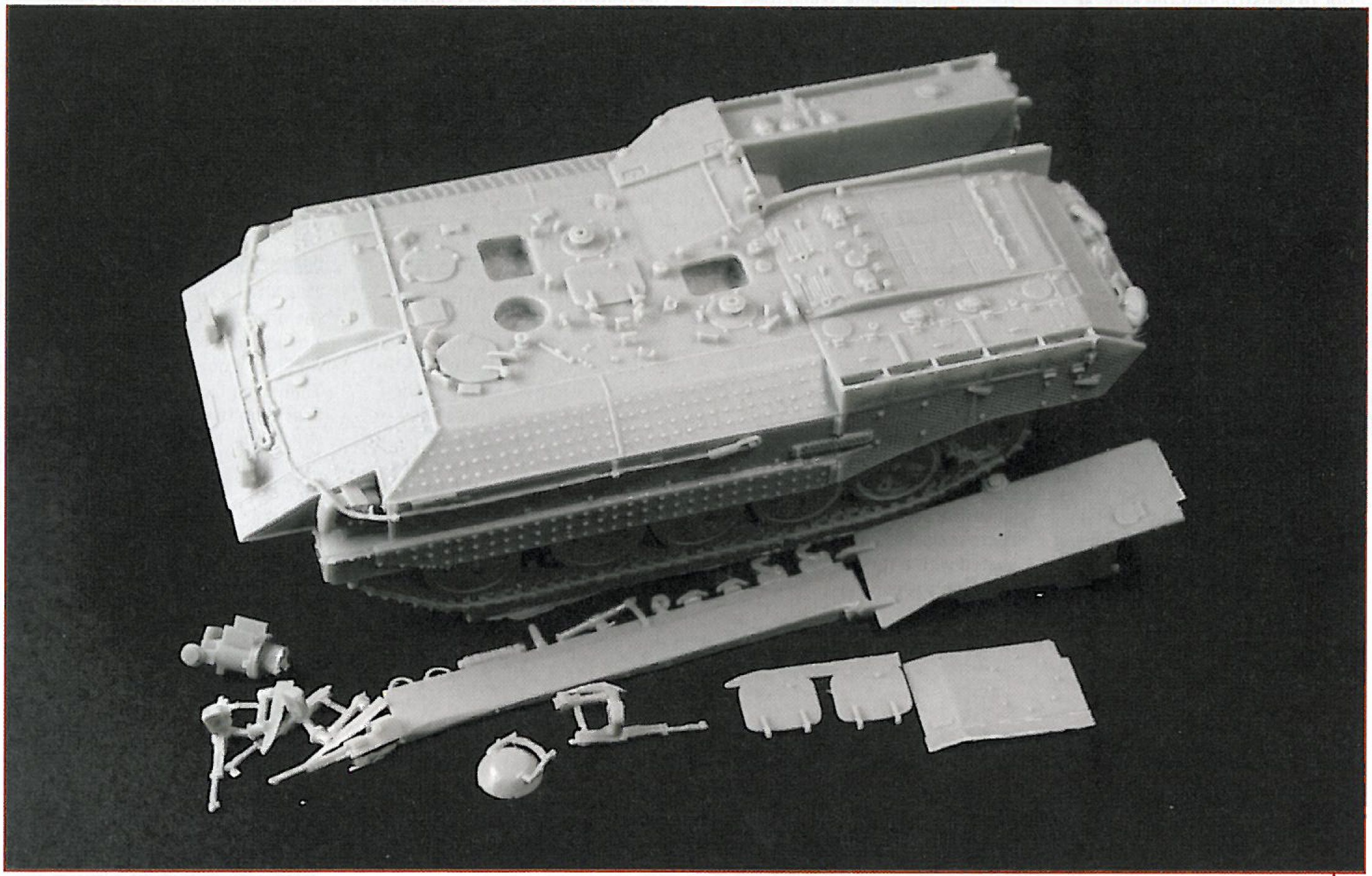
Available from

www.accurate-armour.com

Rating ●●●●●●●●●○

ACKNOWLEDGMENTS

My thanks go to William Marshall and Dus Adele for valuable advice about markings and paint scheme.



CROMWELL MODELS

1:72 COMBAT READY RANGE ACHZARIT ITEM NO. 72005

If you are wanting to build up a collection of IDF vehicles but don't want to spend the time on 1:35 scale kits and the many complex conversions that are now out there, then check out what Cromwell Models have been releasing lately. To go with their Merkavas, Magachs and M113s comes a cracking little model of the Achzarit. Based on the chassis of the many captured T-55s and introduced around 1989, the Achzarit is a combat engineer vehicle designed to carry a squad of troops into battle with the protection offered by a main battle tank's armour.

Like all the other vehicles in this Combat Ready Range, the main body is a one-piece casting that has to be seen to be believed, the delicate light brush guards and the tow cables are all cast on the tanks body and the few bits to add include the FN Mags, the tow hooks and even little cable hull steps. The option is there to have the rear troop hatch open or closed. It took a grand total of 20mins for me to build up my Achzarit and that included the 5-10 minutes it took to remove the pour plug from under the bottom run of the tracks. This means more time can be spent on painting.

Although produced with the wargamer in mind these lovely kits are deservedly being appreciated by modellers and collectors alike. Highly recommended.

Available from www.cromwellmodels.com

9/10 - Graeme Carruthers

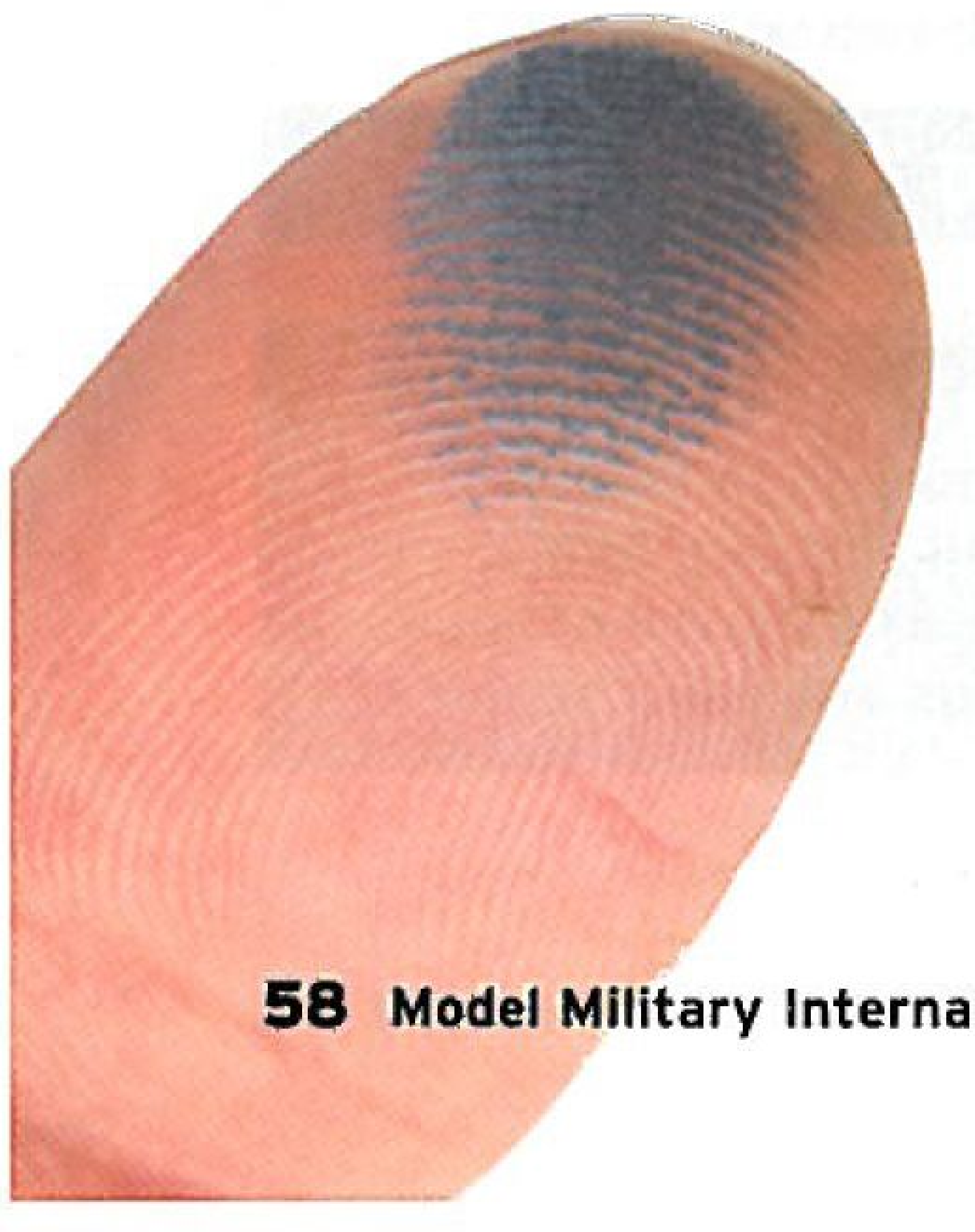
TAMIYA

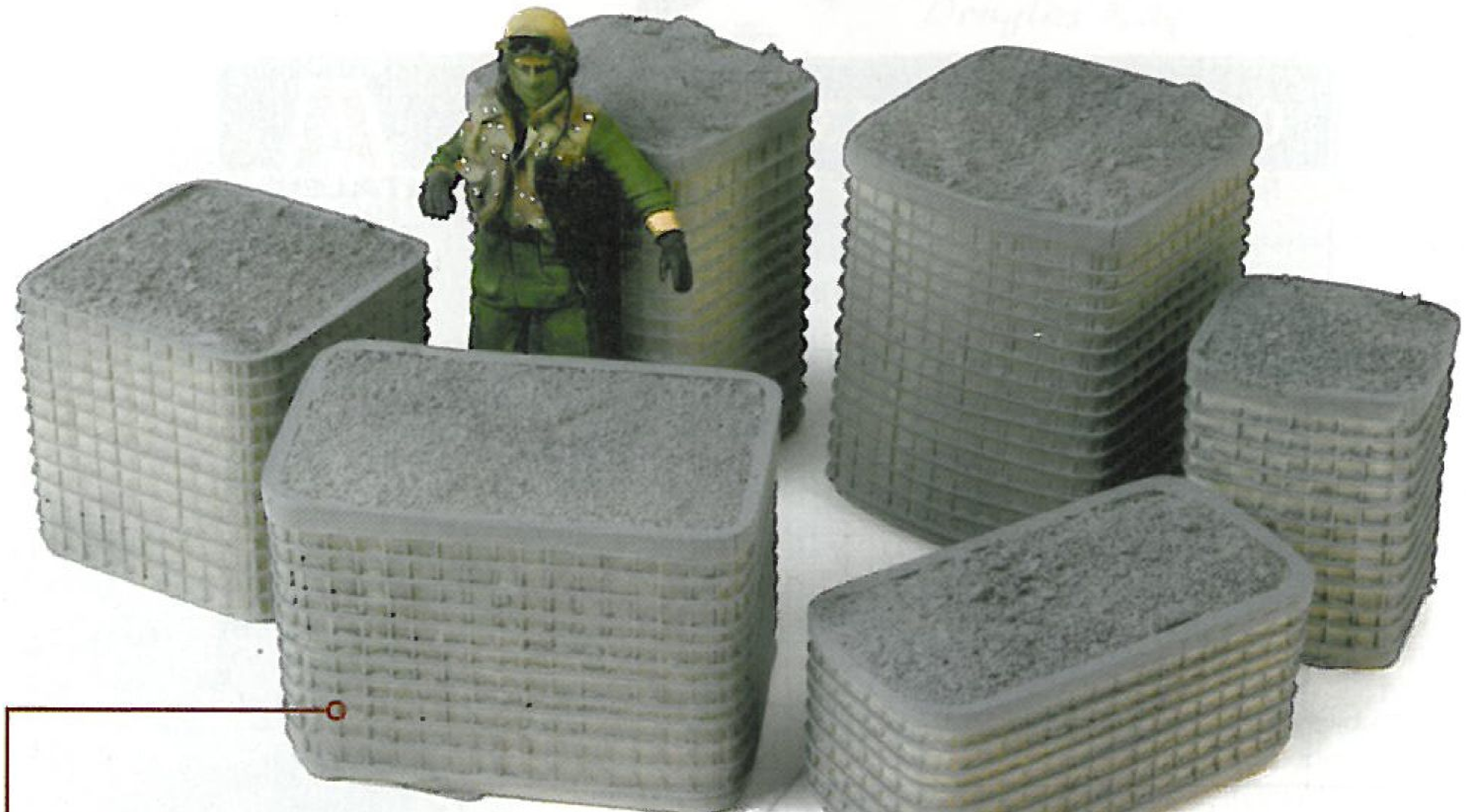
WEATHERING MASTER ITEM NO.87088

We have just received this latest set of Tamiya weathering powders in their familiar make-up style compact. This set, I think, is geared more towards aircraft than armour, as the colours consist of Burnt Blue, Burnt Red and Oil Stain. These colours would be ideal for items such as jet pipes on helicopters or the stainless steel exhausts on the French MBT, Leclerc.. However I'm not a great fan of these pigments as they are very oily and can't be manipulated with thinners as can be done with most of the popular powdered pigments.

Available from all Tamiya stockist's.

5/10 - The Editor



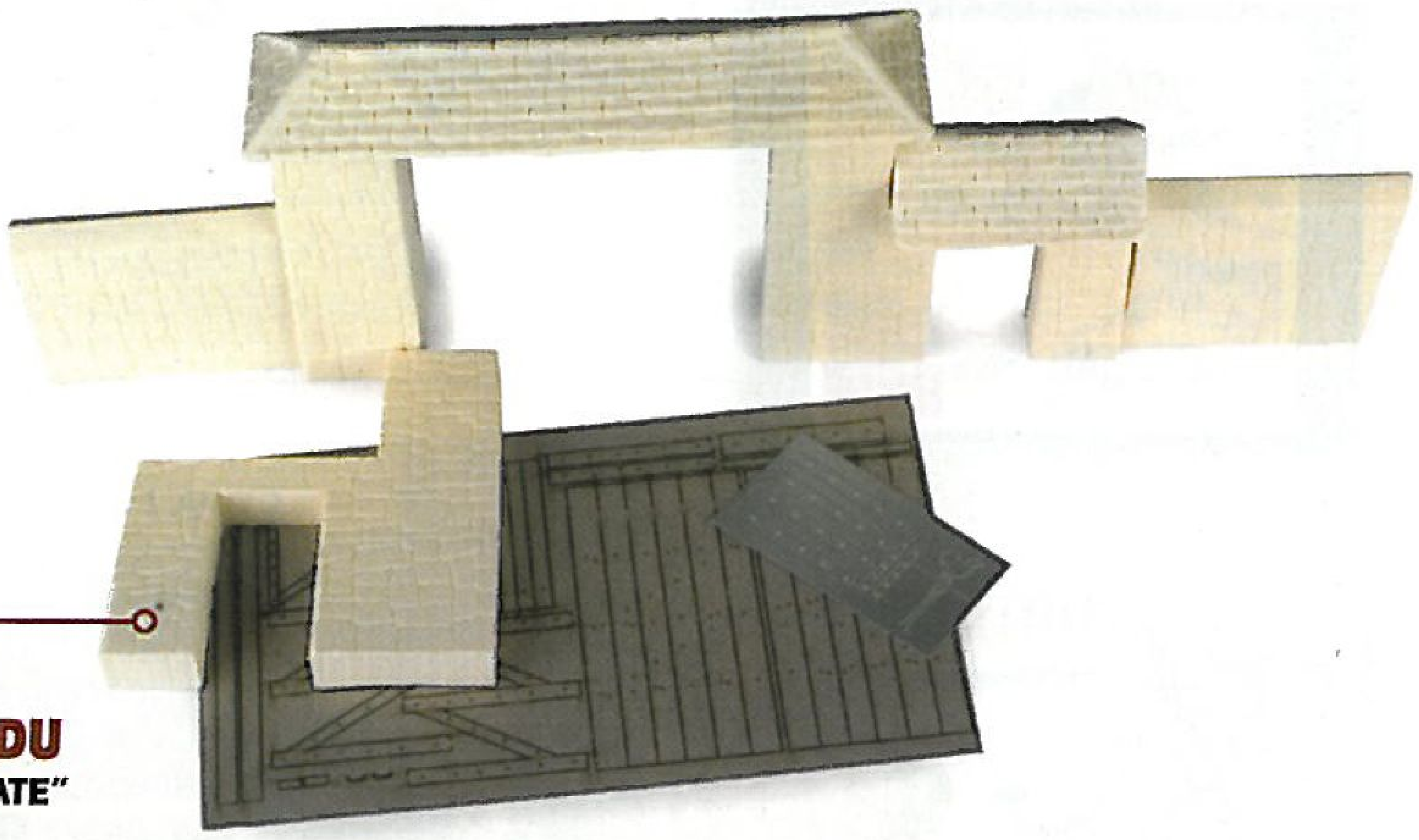


PRO ART

1:35 SANDBAG ARMOURED WALLS
ITEM NO.PAU35012
ITEM NO.PAU35013
ITEM NO.PAU35014
ITEM NO.PAU35015
ITEM NO.PAU35016
ITEM NO.PAU35017

Pro Art models

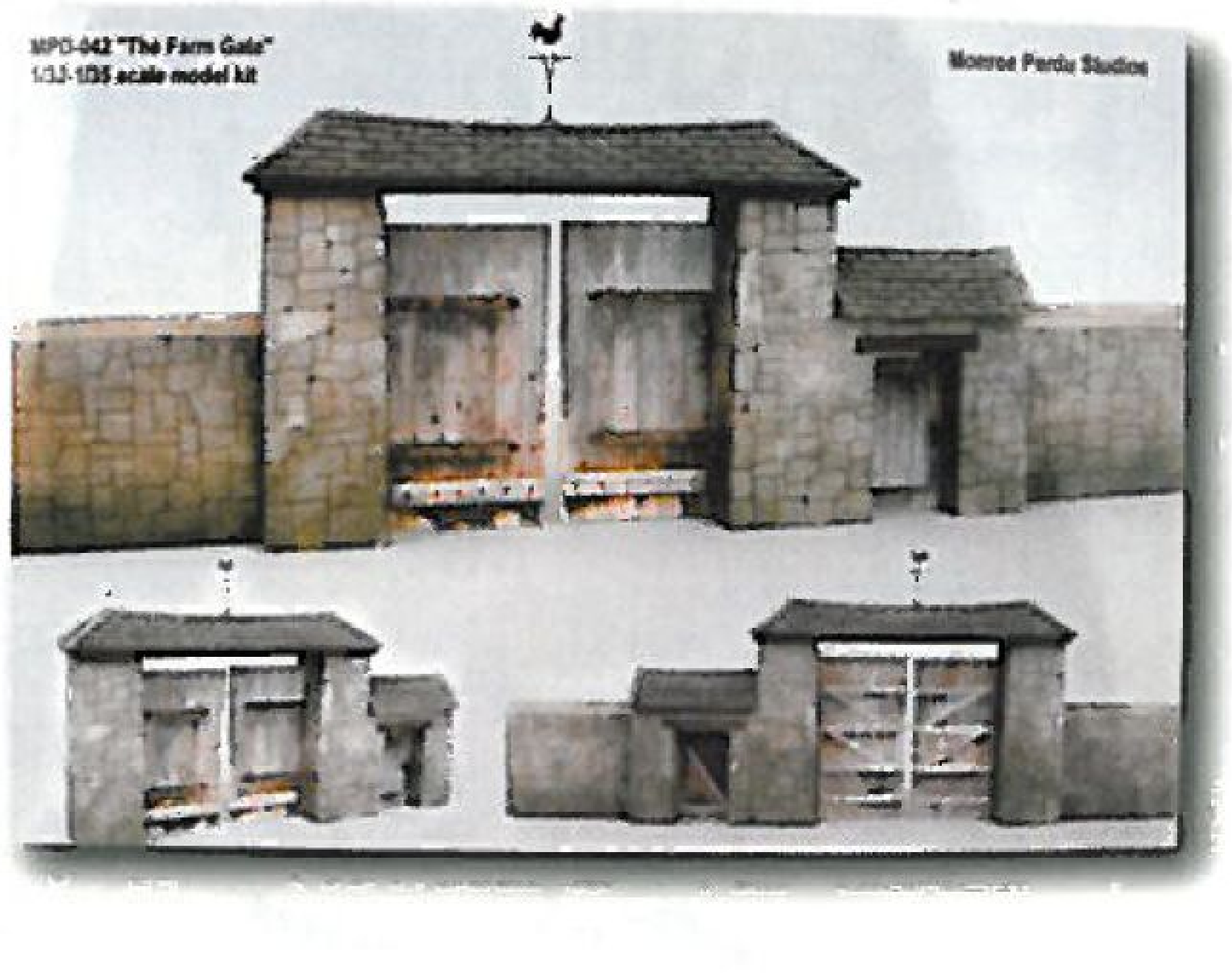
It's a bit like buses with these Bastions, no sooner have Accurate Armour released a set than Pro Art announce no fewer than six sets, all in various sizes. Having lived behind these things during my previous career, I can honestly say I never realised they came in so many shapes and sizes! Pro Art have done an excellent job in replicating them, and everyone is individual, no two are mastered the same. Lastly a small instruction sheet is included to show how these Bastions are most commonly used and stacked, but be warned if you want to copy the instructions, be prepared to buy lots of sets!
Available from www.friendshipmodels.com
9.5/10 - The Editor



MONROE PERDU

1:35 "THE FARM GATE"
ITEM NO. MPD-042

I have become a real fan of these Monroe Perdu diorama products, since the Editor of our sister magazine TMMI brought them to my attention. I will be using this set in the very near future with my King Tiger article.
Included are 7 superb resin castings including the option of having the pedestrian doorway on the left or right of the main gateway, two laser cut card sheets containing the gates and fixtures and fittings. A set of simple to follow and informative instructions combined with some very good quality photos of a real wall and gate make this the best painting guide one could hope for.
Another excellent and imaginative product, which I cannot recommend highly enough.
Available from www.monroeperdu.com
10/10 - The Editor



Friendship Models

New Releases

Legend Productions 1/35:

LF1138: M39 Conv	£19.99
LF1139: Sherman Crab Conv	£29.99
LF1137: Comet Detailing Set	£6.99

Coming Soon........

1/35 Merkava MkIII Baz Full Kit	£TBA
1/35 IDF M151A2 TOW Conv	£TBA
1/35 M1 Dozer blade	£TBA

Now In Stock:
Solarwind Resin Figures:

Karnstein 1/12	£29.99
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JS2 Turret	£19.99
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T-72BM M1989 Turret	£27.99
T-64B Turret with Roof Armour	£27.99
T-64B Turret	£26.99

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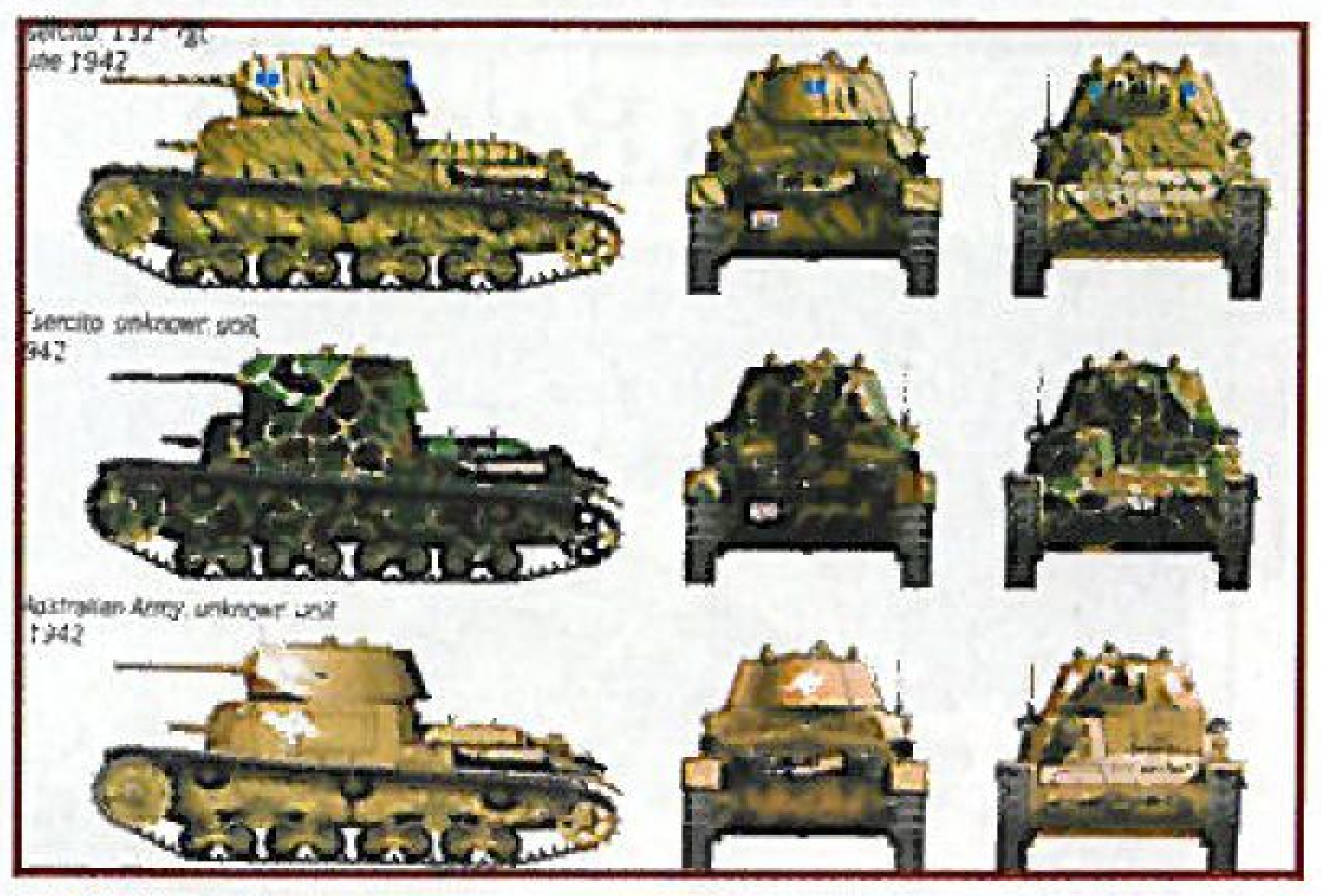
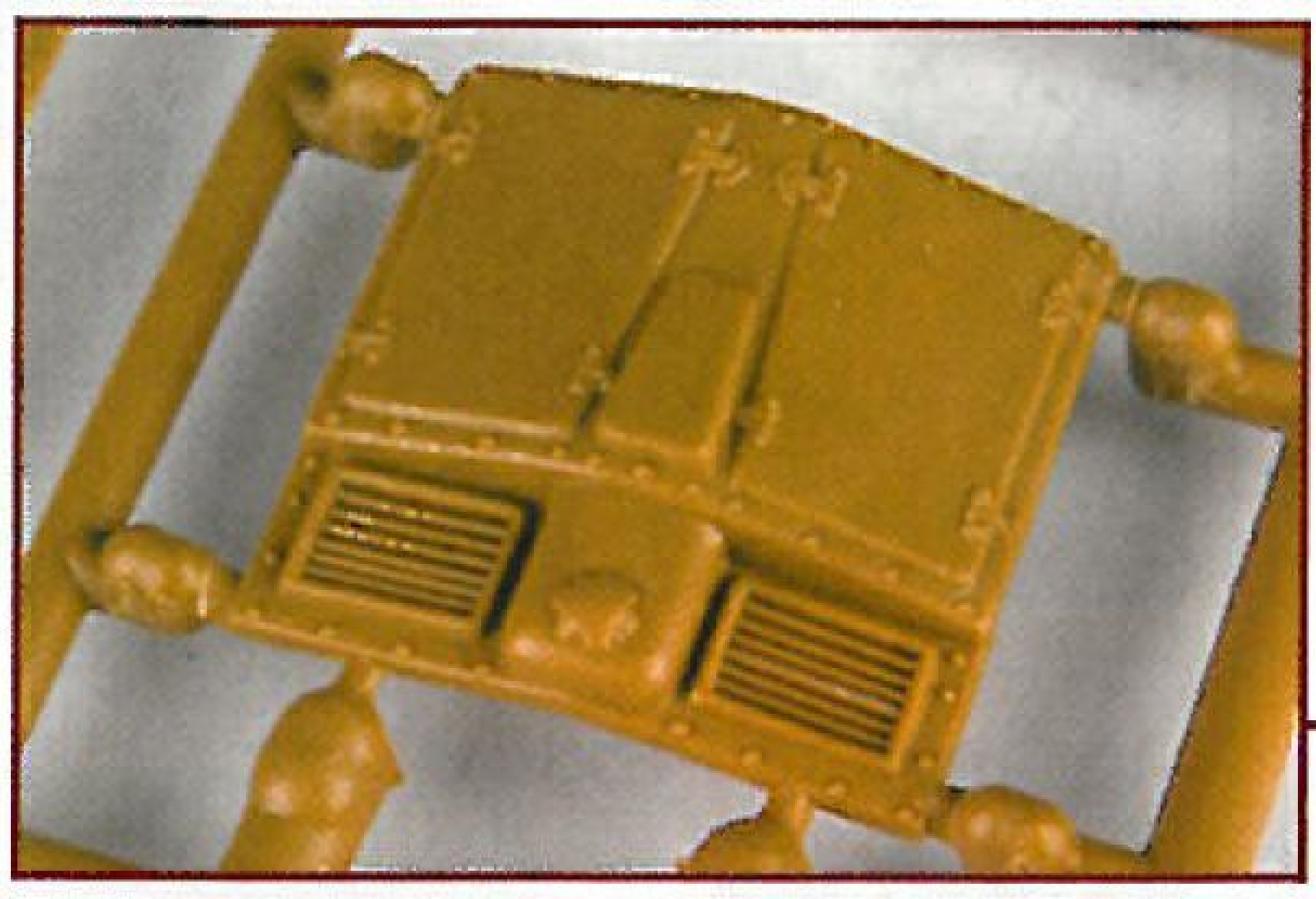
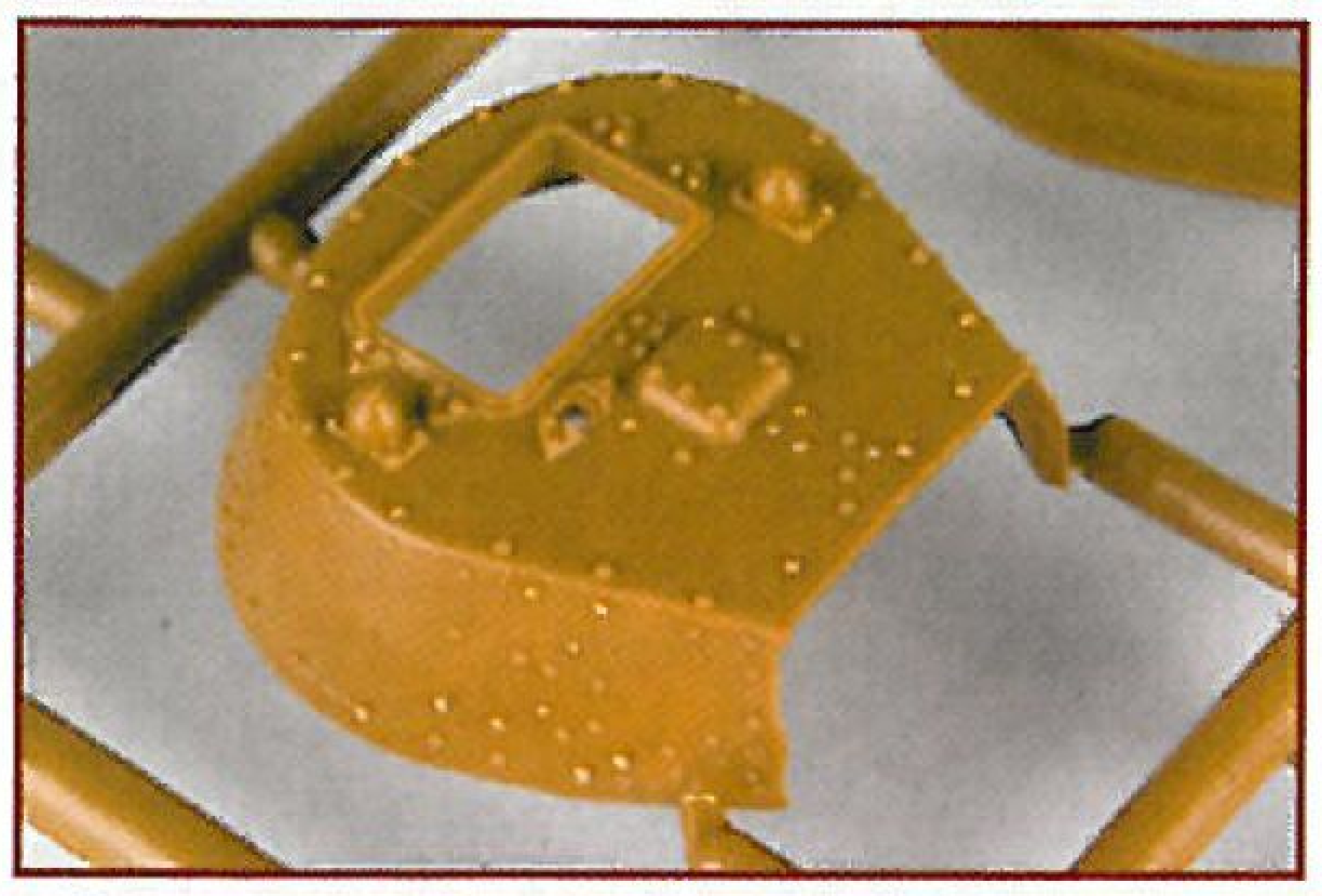
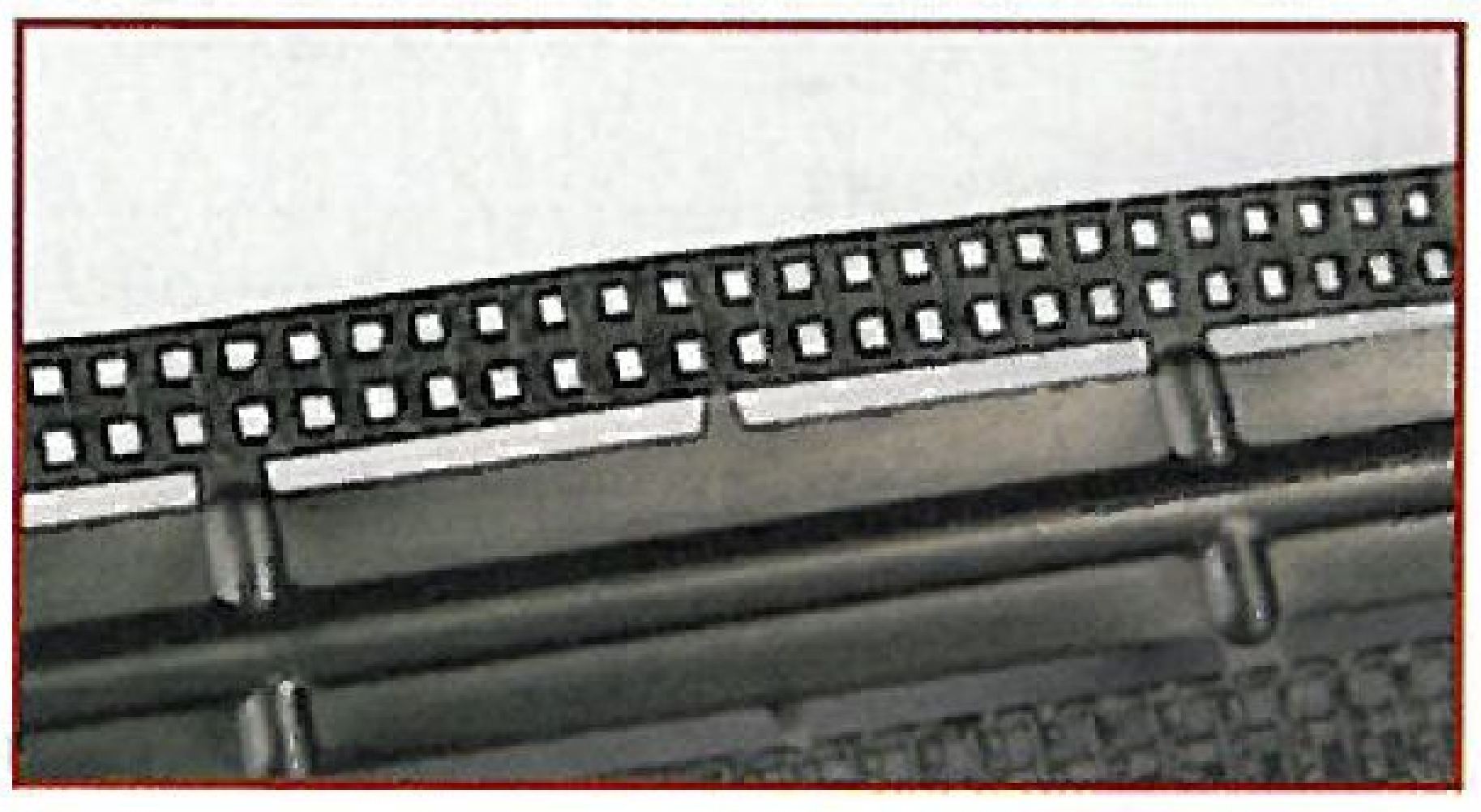
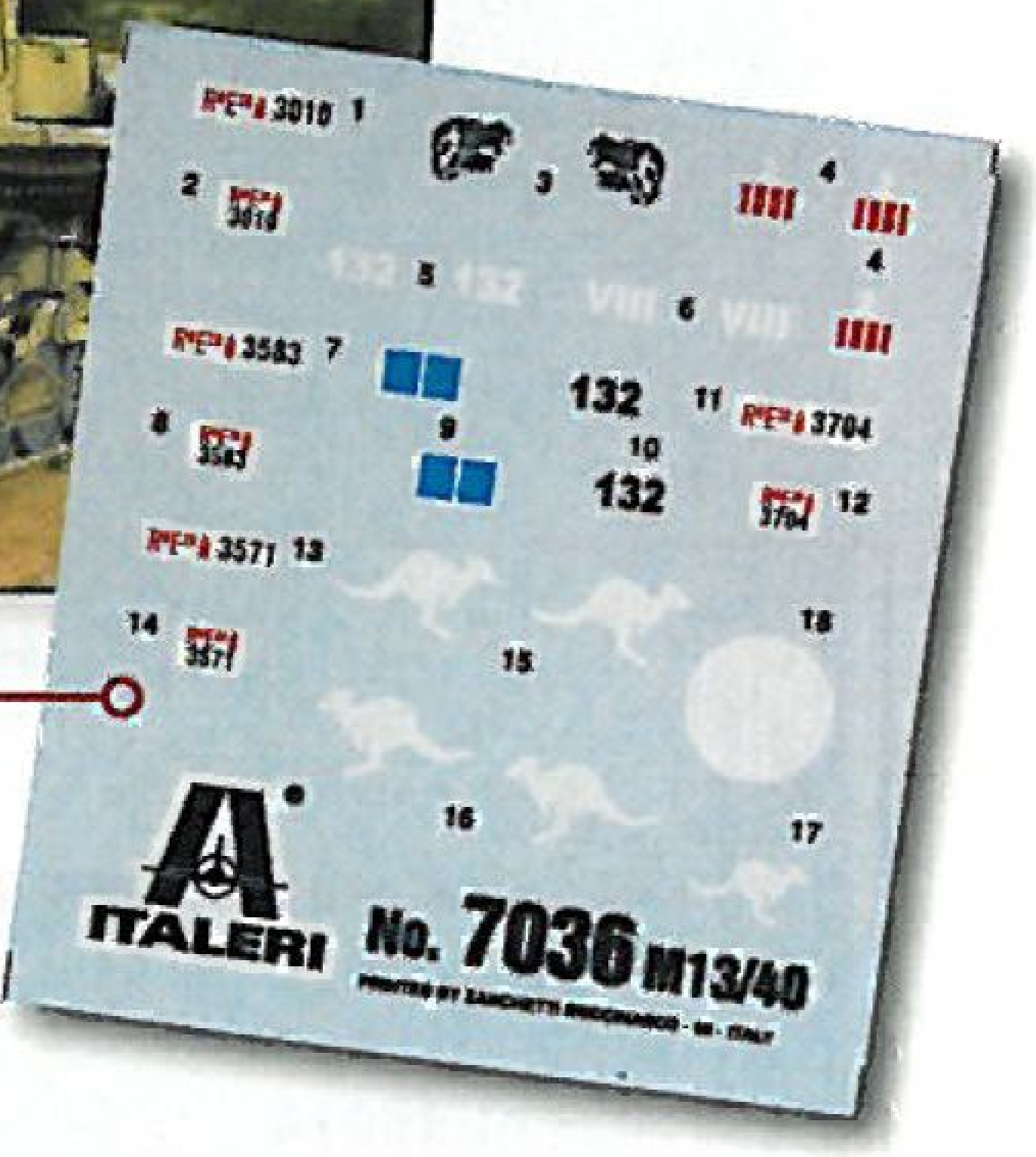








Carro Armato M 13/40
No 7036
1:72
1 figure included
ITALERI



ITALERI

1:72 CARRO ARMATO M13/40
ITEM NO.7036

Italeri continue to reissue the old Esci kits under there own label, this one is very welcome to all fans of World War two Italian Armour, the M13/40. The kit consists of 73 parts and a set of Rubber Band tracks. The detail on this kit is very fine and crisp especially when you take into account the age of moulds. The turret hatch can be depicted open and there is even a nicely detailed Commander figure to place in it, another plus is all the tools are moulded separately. Now for the bad news, I can remember the old Esci kits when they were first released and the main problem when building them was the tracks as they were so inflexible and difficult to glue, unfortunately Italeri have included these tracks which is such a shame as they are horrible. The kit comes with4 decal options including a very attractive Camouflaged Italian example which would be a real challenge to the painter and a captured example used be the Australian Army hence the large white Kangaroo markings. This is a great little kit but completely spoilt by the poor tracks. Available from all good model shops

8/10 for the kit - 4/10 for the tracks - Jeff Adams

TRAKZ
TX 0110
WTCT-6
Amphibious Trailer

TRAKZ

1:35 WTCT-6 AMPHIBIOUS TRAILER
ITEM NO.TX0110

Keeping their current US Marine Corps based equipment releases coming, Trakz have brought us the WTCT-6 amphibious cargo trailer used by both the US Army and USMC from 1944-45 for the landings at Peleliu, Iwo Jima and Okinawa. Some 212 of these trailers were manufactured and had been designed to be towed behind both the DUKW and LVT (Amtracs).

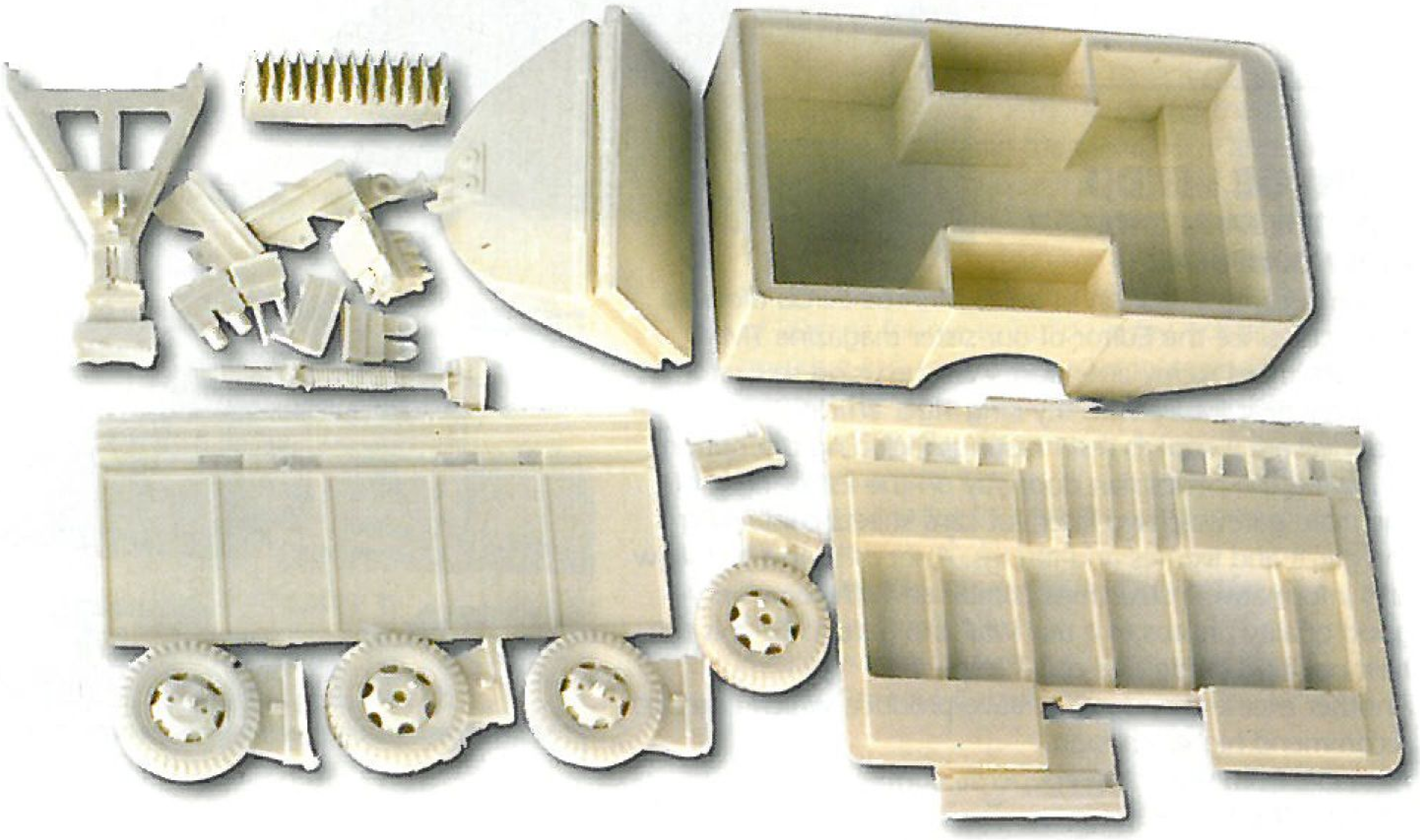
The kit has been cleanly cast in cream coloured resin, the two main sections of the trailer have very large casting plugs which will have to be removed before assembly can begin, but due to the size of these plugs there will be no quick way of removing them unless you have access to some form of powered bench saw!

The instructions are adequate but not perfect, some of the smaller parts are difficult to locate on the black and white photocopied pictures of the assembled model. One other point to note is that anyone purchasing one of these will have to supply their own wire for the multitude of hooks and handles as none is supplied in the kit.

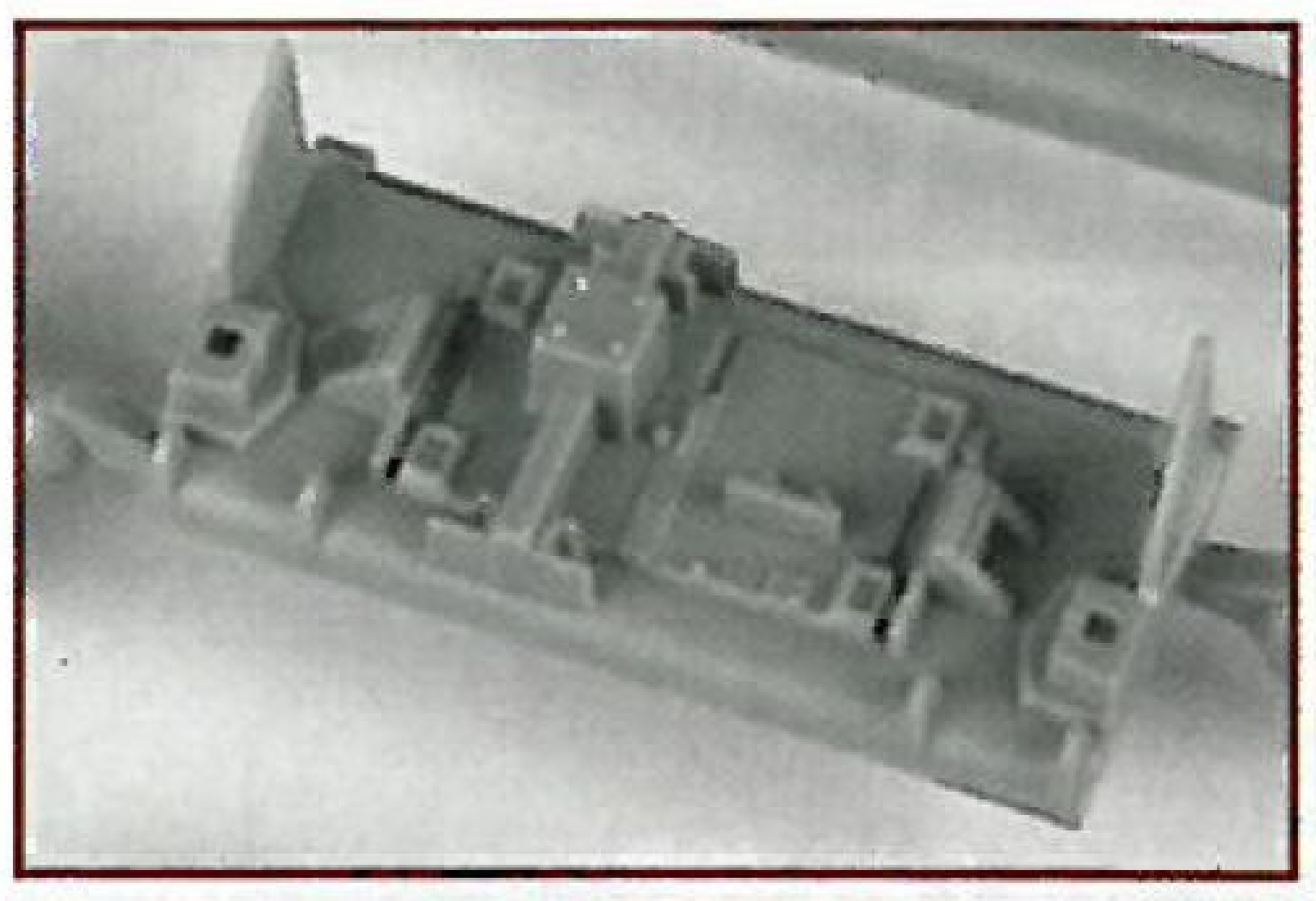
Once completed this will be a great addition for anyone interested in the DUKW or LVT, it's just let down by huge casting plugs, no wire and less than clear instructions.

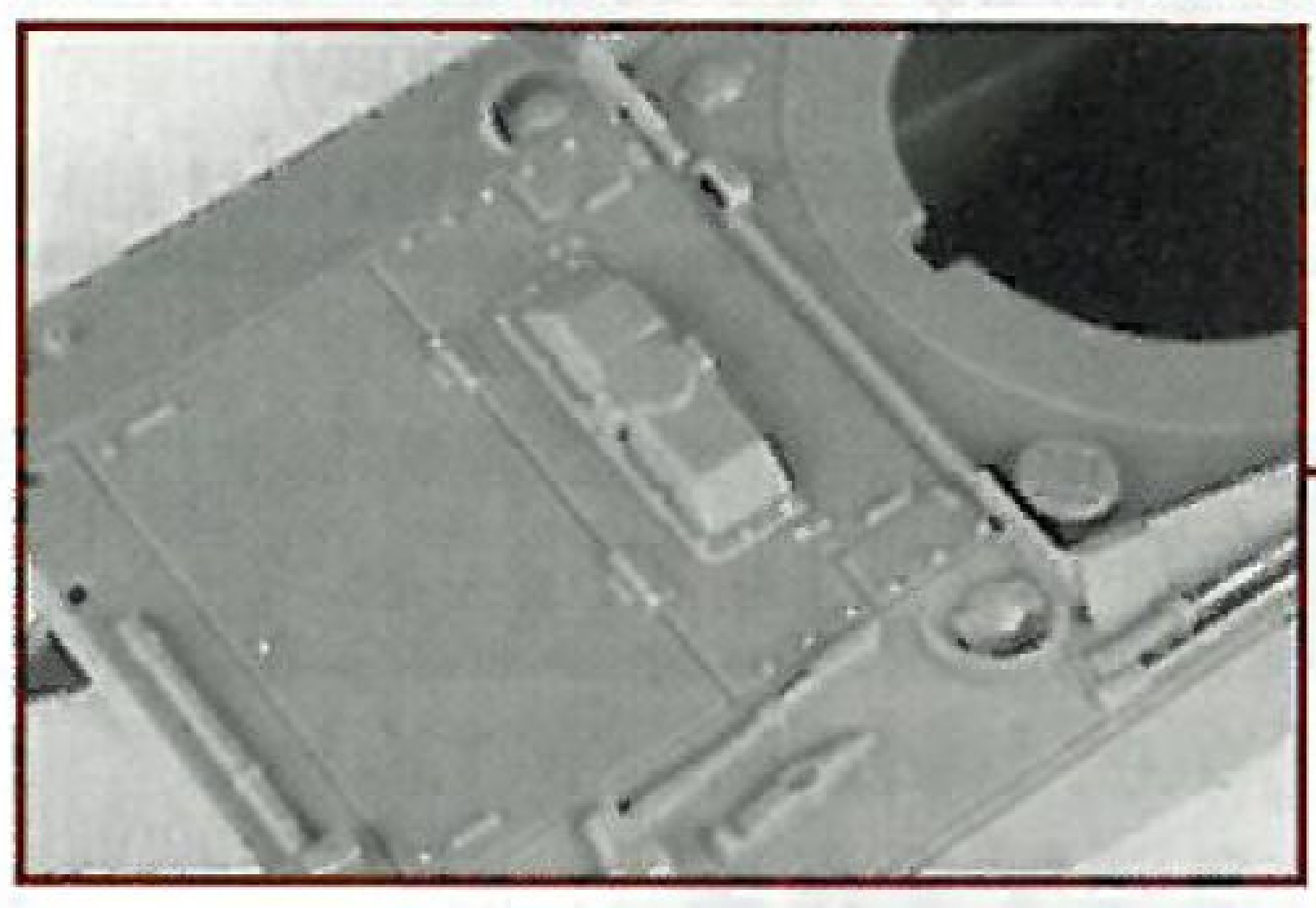
Available from www.lsamodels.co.uk

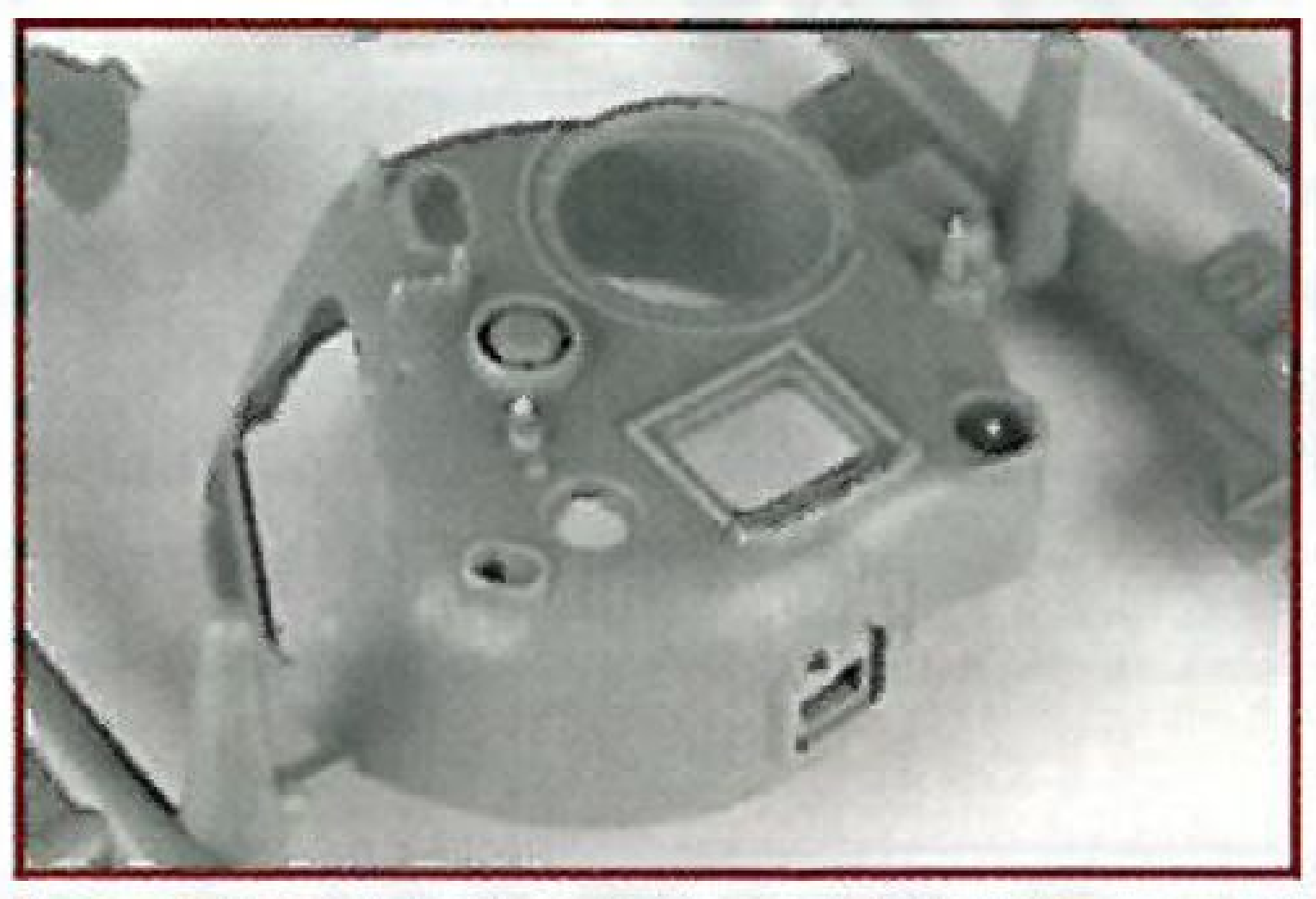
7/10 - The Editor

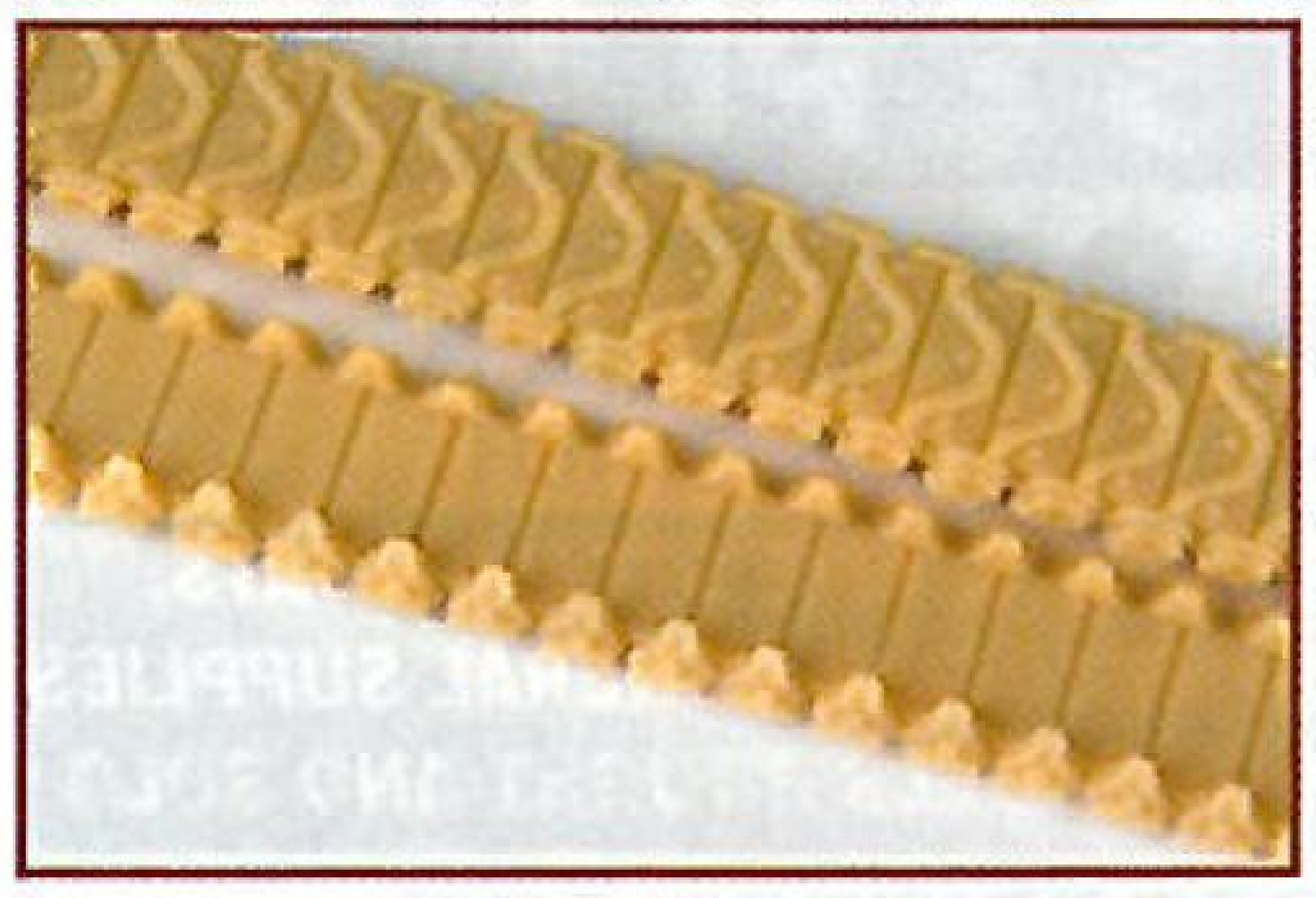


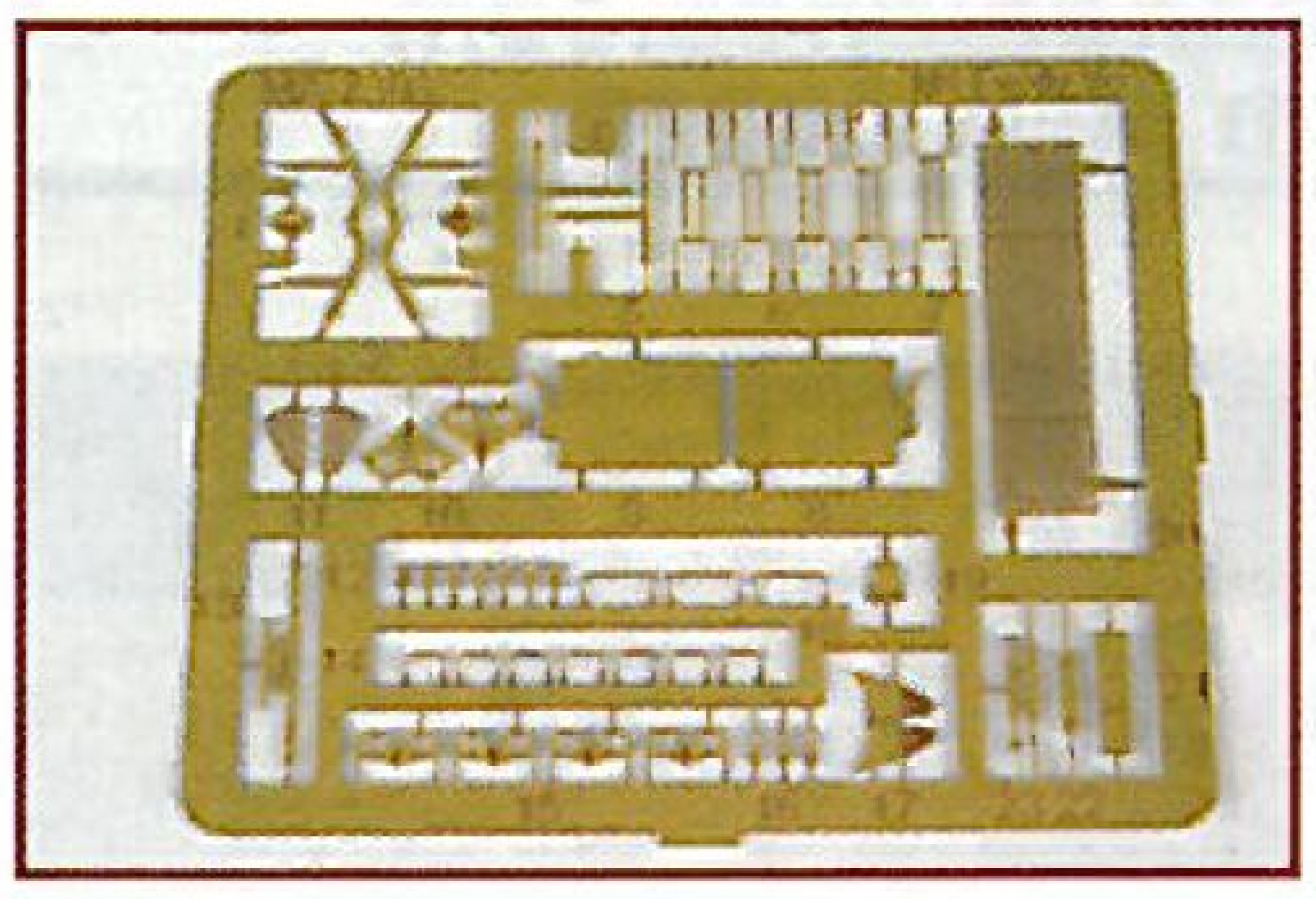
1:72 ARMOR PRO
DX EUROPE '06
Turret Gunner
"Douglas Kay"
Firefly Vc
13th/18th Royal Hussars
27th Armoured Brigade
Normandy 1944
71
DRAGON











DRAGON

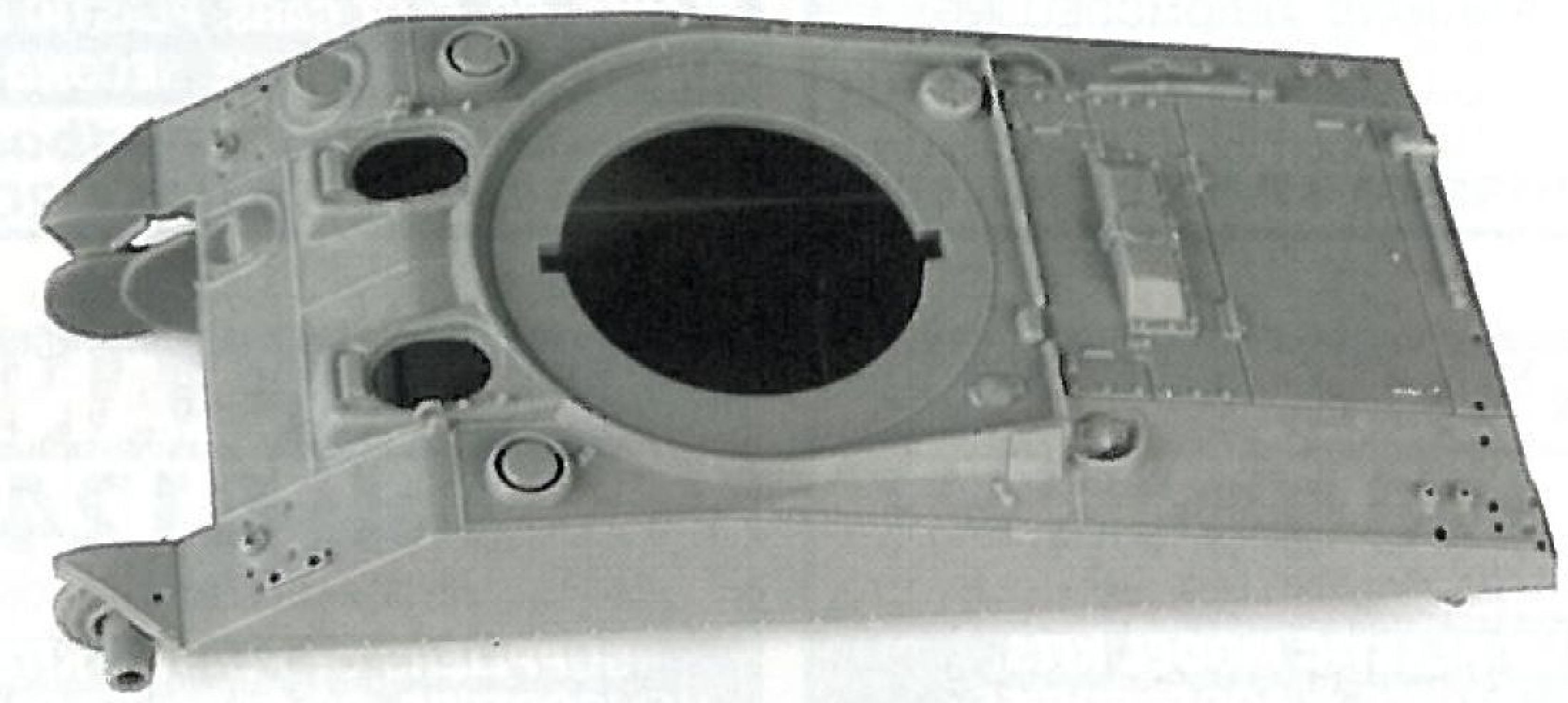
1:72 FIREFLY VC "DOUGLAS KAY"

ITEM NO.7300

This is a reissue of kit No 7303 of which I reviewed previously and was released at Dragons yearly exhibition DX06 and continues Dragons policy of having veterans who have fought in the actual vehicle. In this case Douglas Kay who was a gunner in the 13th/18th Hussars 27th Armoured Division during the Normandy Campaign. The kit comes with 140 part, 49 Etched brass parts and a set of DS100 tracks. The parts are crisply moulded and include raised weld beads on the hull and all the hatches can be depicted open if the Modeller wishes. This kit also comes with a few spare parts including tools, track links hatches, two beautifully moulded .50 Cal machine guns and the bow mounted machine gun as this station was taken up with extra rounds for the main gun. The Etched brass fret includes periscope guards, toll clamps, brush guards (although a believe the plastic parts are more than adequate) and engine deck grill. The kit only has one decal option which is the vehicle of Douglas Kay. Highly recommended, but I wish more decal options were included.

Available from all good model shops.

9/10 - Jeff Adams



CYBER HOBBY

1:35 STUG III UPDATE SETS 1 AND 2

ITEM NO.3834

Available exclusively from Cyberhobby direct, these two sets are designed for the Dragon Stug III G. Set one consists of a new set of etched brass fenders and brackets, exhaust deflector and lastly a very nice set of brass smoke dischargers. The second set contains Dragon's Gen 2 German small arms weapons set along with MP-40 ammo pouches, presumably to fit the rear bulkhead wall of the fighting compartment. Other items include a turned aluminium gun barrel, an etched brass set to detail the ammo stowage lockers and lastly a new spent case basket for the main gun. A single round of 7.5cm ammunition and a small decal sheet complete this neat little set.

Available from www.cyber-hobby.com

8.5/10 - The Editor

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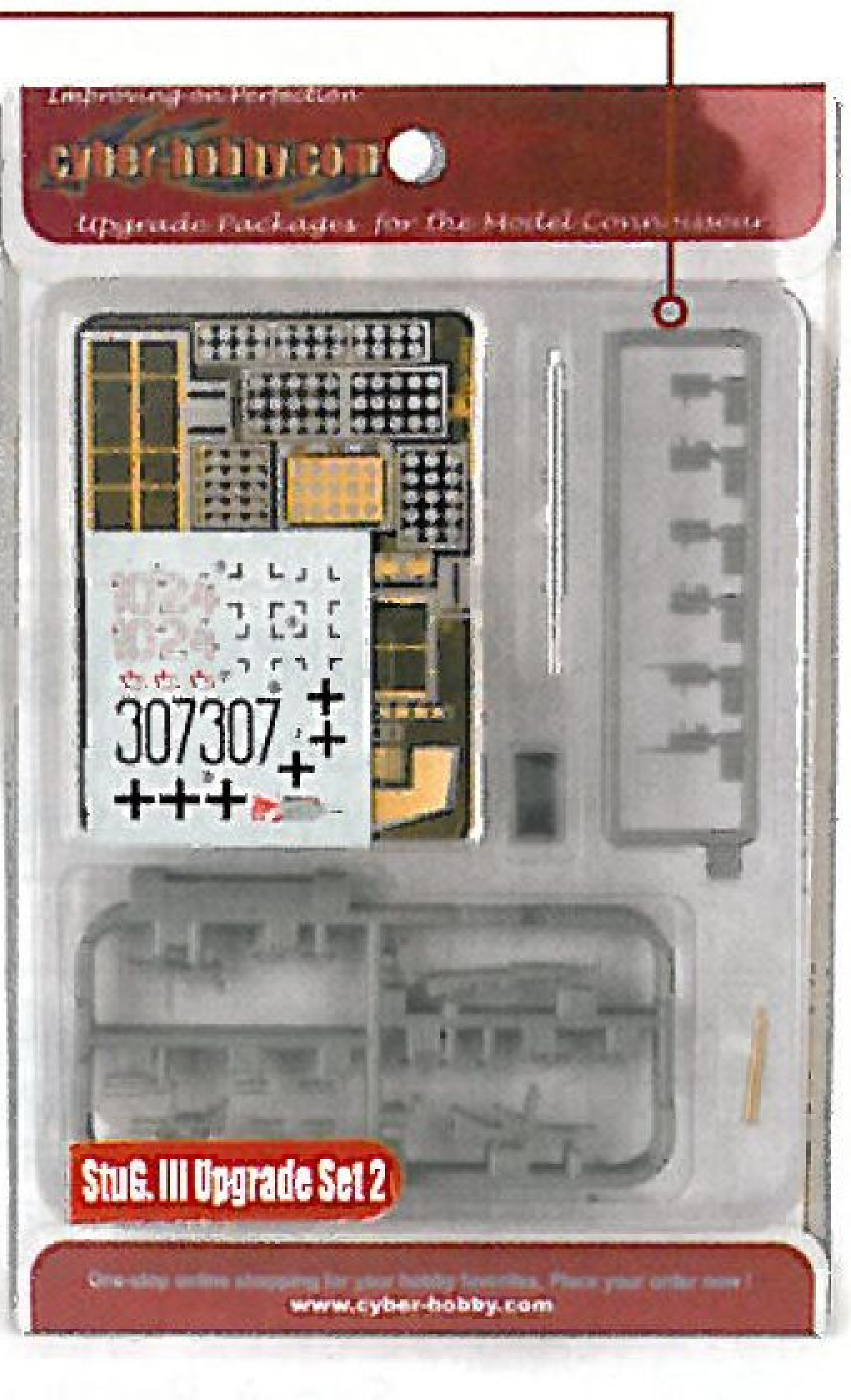
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Coming Soon...

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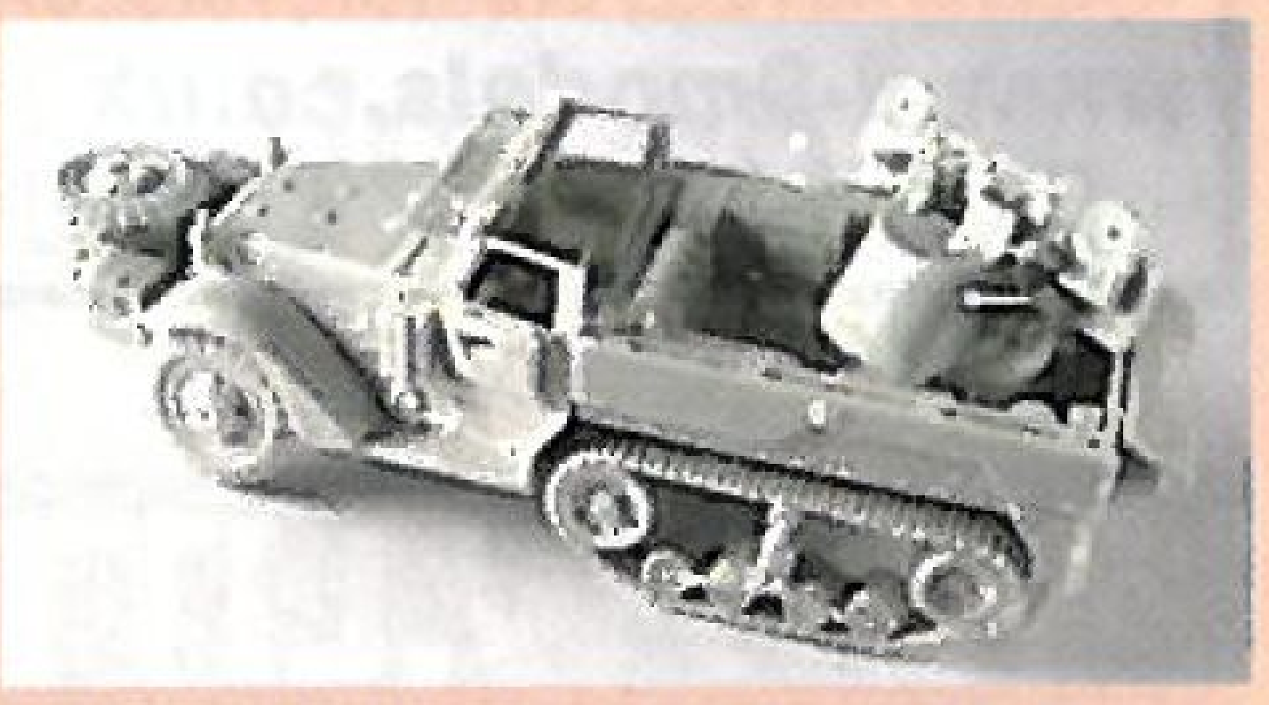
We have just received some photos from Milicast of some of their latest 1:76 range. These include:



- US37 M16 Anti-Aircraft HT Gun Motor Carriage.

- UK106 Sherman Mk.V DD Tank with fully lowered screen.

- US59 M19 Twin 40mm Bofors AA Tank

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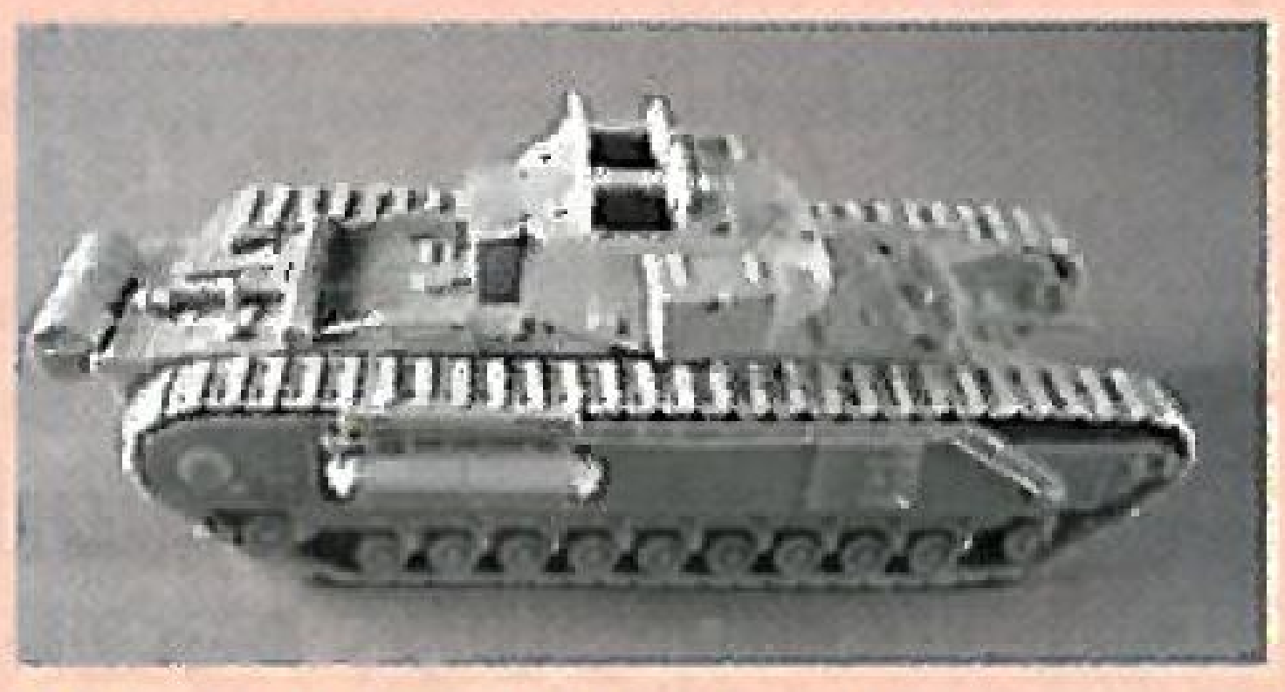

For further details and information on the rest of the range please go to *www.milicast.com*

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- PM35247 - GAZ 61-417 gun tractor.
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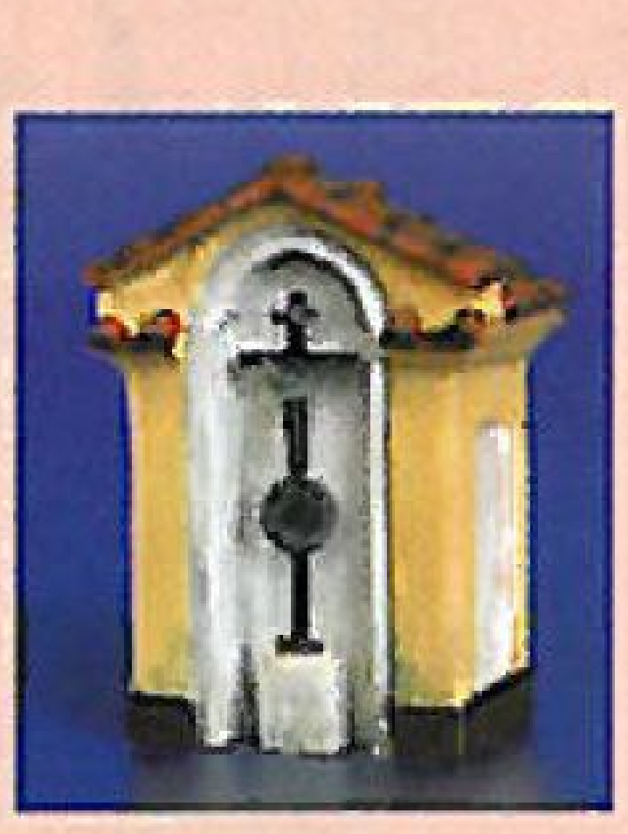

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Next Issue
On sale April 4th 2007

Warrior

Pete Usher builds Academy's Gulf War 2003, Warrior and adds Accurate Armour's full interior set to boot.

The trash of one may be the treasures of another

Inspired by the Editor's photos of the Kabul Tank Graveyard from an old copy of TMMI, Jean-Nicolas Soucy recreates a section of it in 1:35!

Dusty 'D'

Alex Eric Cheung reviews Dragon's Panzer IV D and describes how he achieved that weathered look.

KV -1 'Beutepanzer'

Fraser Gray's KV theme continues, this time its Trumpeter's Pz.KPFM KV-1 756(R) as designated in German service.

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Model MILITARY INTERNATIONAL

ISSUE No.12 APRIL 2007,
PUBLISHED March 1st 2007

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Printed by;
Symbian Print Intelligence, Hertfordshire, UK

Distributed by;
Odyssey Publisher Services Ltd
No.7 St Andrews Way
Devons Road
Bromley by Bow
London E3 3PA
Tel; 0870 240 2058
Fax; 0870 240 2059
Email; ops@odyssey-pub.co.uk

Model Military International is published on the first Thursday of each month by;
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Subscription rates are;
1 year (12 issues); £36 UK
£47 Europe
£55 Worldwide (Airmail)
£44 Worldwide (Surface)

USA Subscriptions Agent:
Wise Owl Worldwide Publications,
5674 El Camino Real, Carlsbad,
California 92008-7130 USA.
Tel; (USA) 760 603 9768
Fax; (USA) 760 603 9769
email; info@wiseowlmagazines.com

Binders; £8.95 (UK),
£9.95 (Europe)
£10.95 (Worldwide)
All prices include postage and packing.
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Tech Guide

PAINTING TRUMPETER'S KV-1s

PAINTING THE TRACKS

APPLYING THE TURRET DECALS

Tech Guide PERFECT SCALE MODELLBAU UNIMOG S404 Kit No.35009

ARE WE REALLY ELITIST?

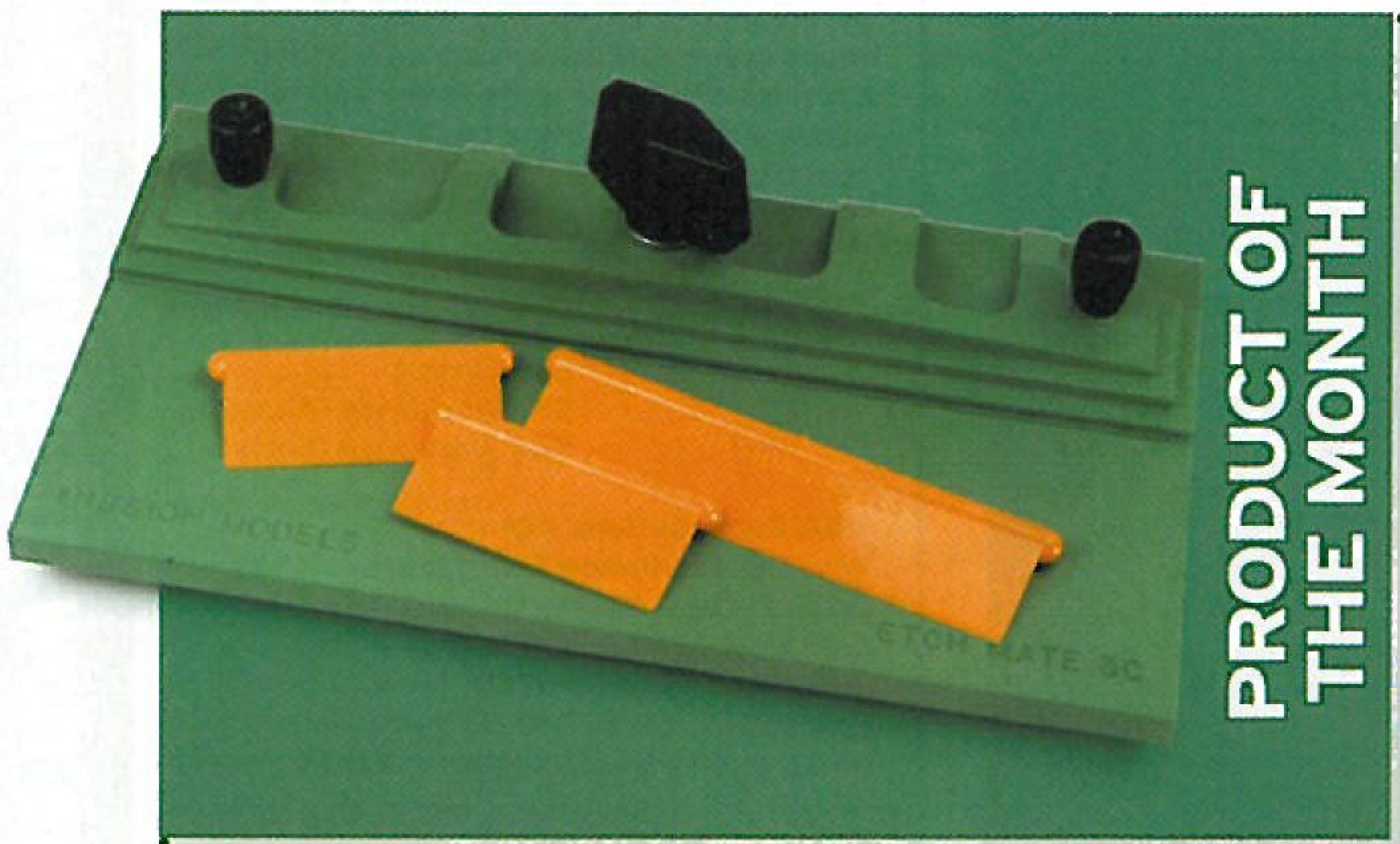
According to some we are, but what do you think?

For this months Last Post I would like to answer some comments I have heard over the last few months concerning content of Model Military. These are regarding the quality of models that have been appearing within the magazine, and that is, that some are of such a high standard that it has started to alienate the beginner or less skilled modellers (not my words).

Over the past year we have tried to cover as many subjects and scales as possible, but one thing we have wanted to maintain is a standard of model that looks good in the magazine. We are in no way trying to be elitist and something I have insisted on is that each issue contains lots of tips and tech guides, and that the authors do not keep any of their techniques a secret. Which is why the likes of regular contributor Fraser Grey's articles have been such a great success as they are full of handy hints and tips, likewise Mig Jimenez offered a complete painting and weathering guide to the UNIMOG to name but a few.

For those who have labelled this magazine elitist, I'm sorry you feel that way, as all we have tried to do is offer models to inspire (not make one envious) and hopefully help improve the skill levels of all modellers.

One must also remember that we are part of a business and if we included badly built and poorly painted models, our readership would soon be turned off and for that reason we aim to keep the standard as it is and not drop it because a few seem uninterested in trying to attain and are more interested in bad mouthing. I suppose like life, we all get taught the same basic skills, but it is our individual talents and abilities which make some better than others. Lastly what must be remembered that all of the modellers whose work has appeared within the pages of this magazine had to start somewhere, and I'm sure would cringe if they looked back at their first models, but through perseverance practice have attained the standards they are at today. ■



PRODUCT OF THE MONTH

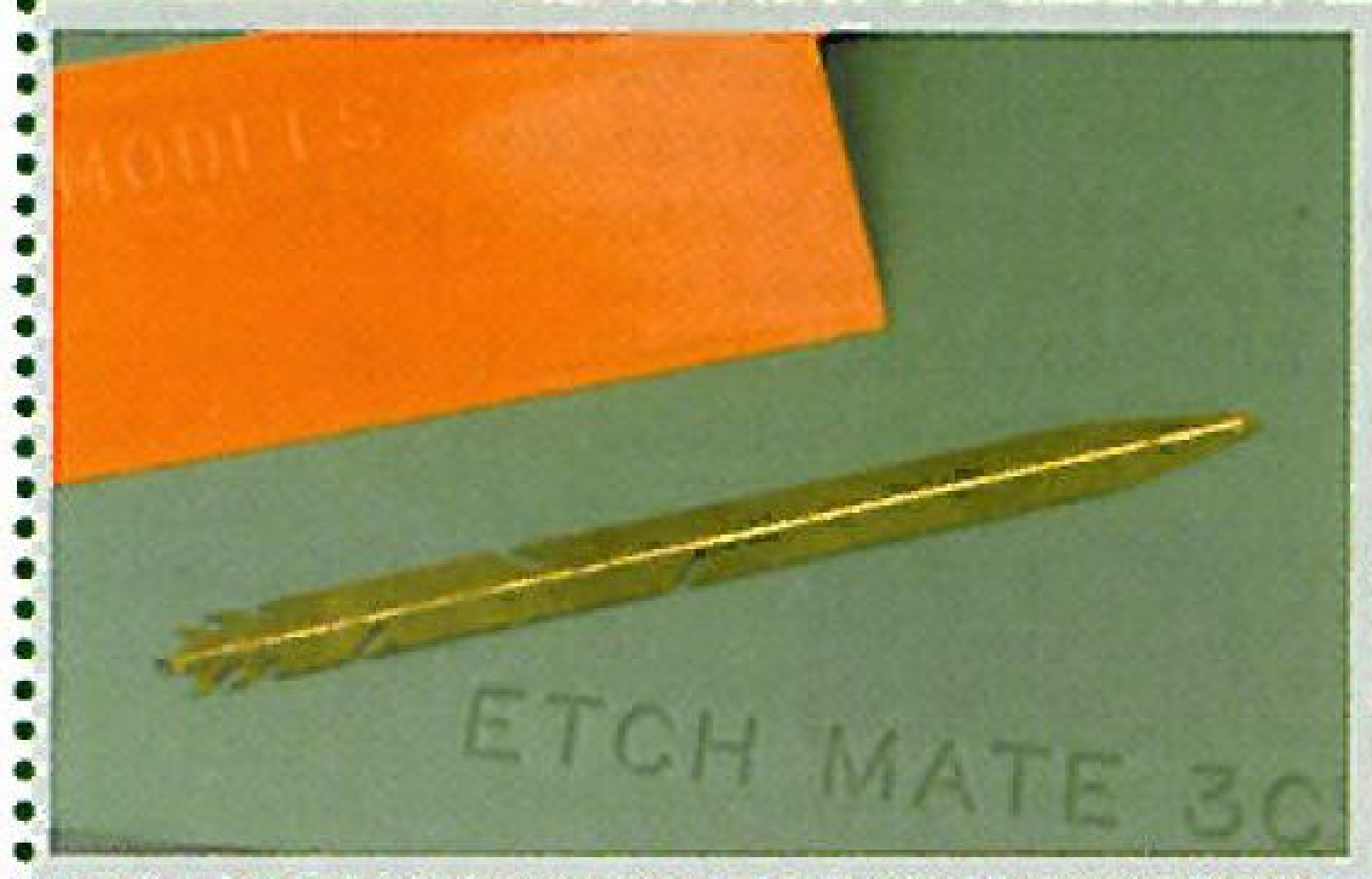
MISSION MODELS ETCH MATE 3C

Before you say anything, I know we featured a Mission Models product last month, but since the new Etch Mate has just arrived on my desk I thought it best to give it a test drive.

I have been a big fan of the original Etch Mate, made from aircraft grade anodised aluminium and its razor blade folding tools. Well you may be wondering why change it? First off the 3C has thee clamp tightening screws as apposed to the single central one on the original, secondly the 3C is made from a composite material, making it cheaper to produce and lastly the folding tools are now made from ultra tough plastic, making them much safer to handle.

A tool like this may not be for every modeller but once you get hooked on detailing your latest project and start using etched brass, one of these will be an essential item in your tool box.

Available direct from Mission Models, or from Accurate Armour in the UK.



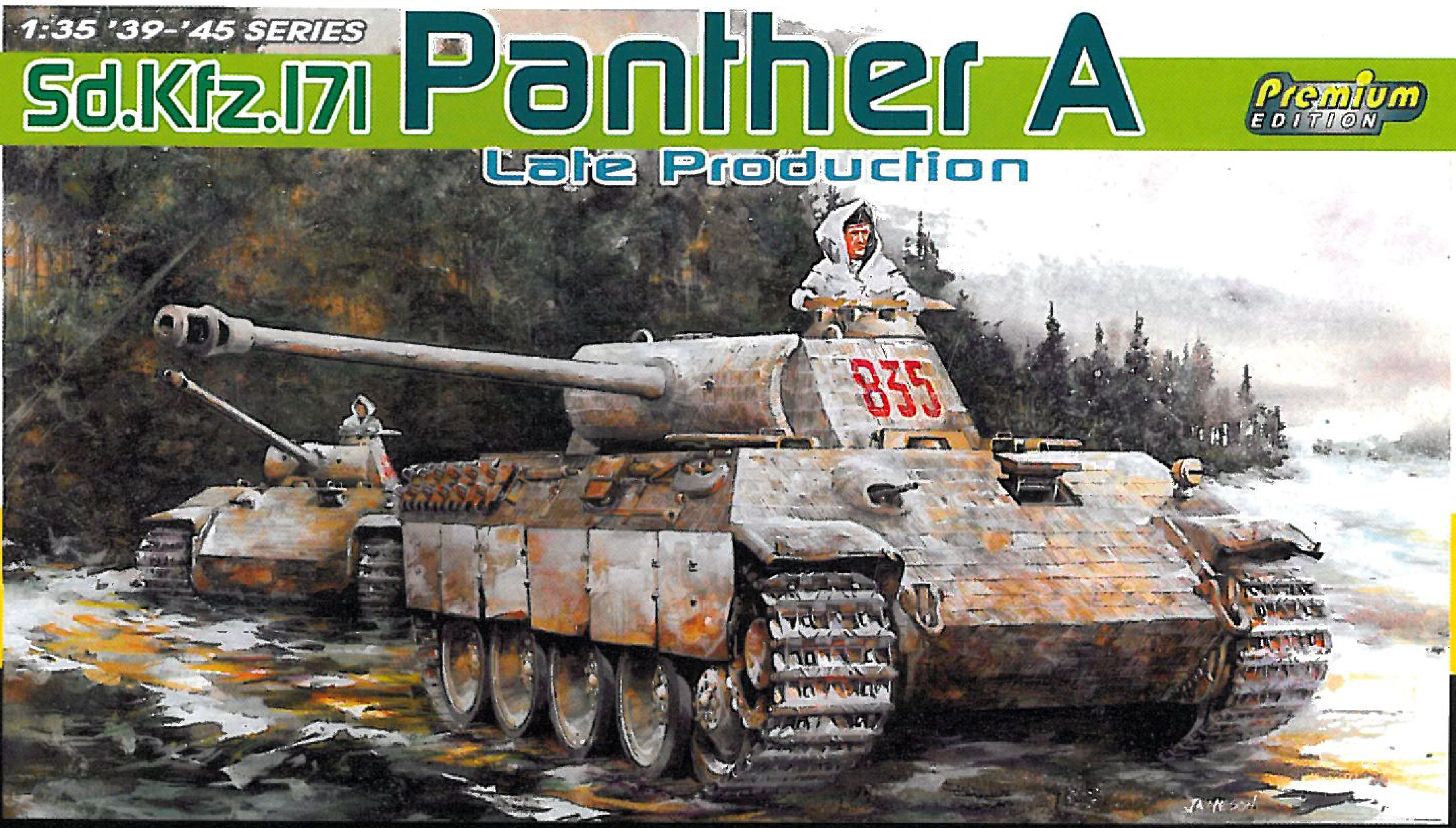
ETCH MATE 3C

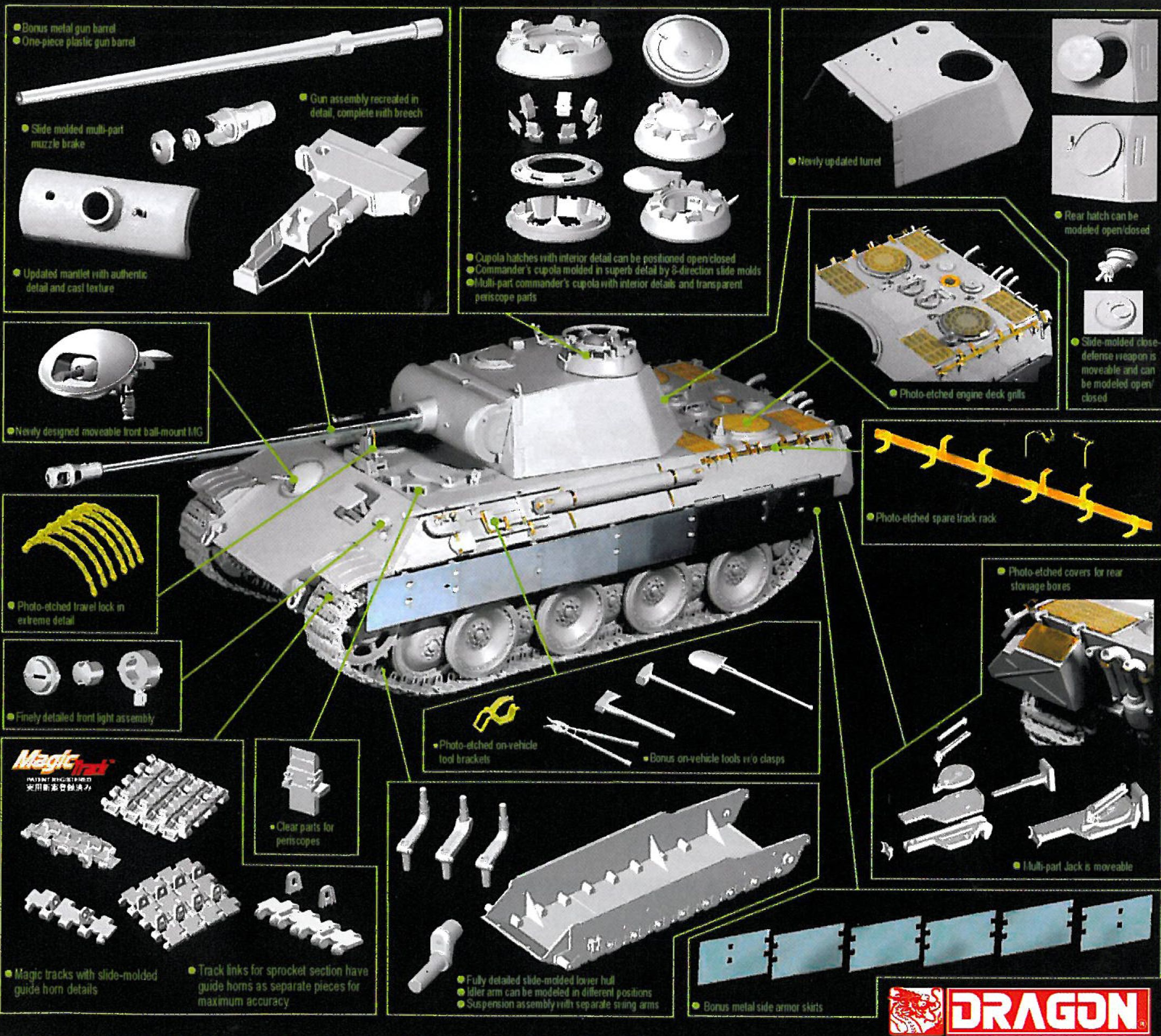
1:35 '39-'45 SERIES

Sd.Kfz.171 Panther A

Late Production

Premium EDITION





- Bonus metal gun barrel
- One-piece plastic gun barrel
- Gun assembly recreated in detail, complete with breech
- Slide molded multi-part muzzle brake
- Updated mantlet with authentic detail and cast texture
- Cupola hatches with interior detail can be positioned open/closed
- Commander's cupola molded in superb detail by 8-direction slide molds
- Multi-part commander's cupola with interior details and transparent periscope parts
- Newly updated turret
- Rear hatch can be modeled open/closed
- Slide-molded close-defense weapon is moveable and can be modeled open/closed
- Photo-etched engine deck grills
- Newly designed moveable front ball-mount MG
- Photo-etched spare track rack
- Photo-etched travel lock in extreme detail
- Photo-etched covers for rear storage boxes
- Finely detailed front light assembly
- Photo-etched on-vehicle tool brackets
- Bonus on-vehicle tools w/o clasps
- Clear parts for periscopes
- Multi-part Jack is moveable
- Magic tracks with slide-molded guide horn details
- Track links for sprocket section have guide horns as separate pieces for maximum accuracy
- Fully detailed slide-molded lower hull
- Idler arm can be modeled in different positions
- Suspension assembly with separate swing arms
- Bonus metal side armor skirts

DRAGON

Dragon Kits are distributed in the UK by; The Hobby Company, Knowlhill, Milton Keynes, MK5 8PG

Dragon models are available from all good model shops

6358

www.dragon-models.com

e-mail: info@dragon-models.com

1/48
MM
MILITARY MINIATURE SERIES

M26 PERSHING

Long outmatched against German armor in World War II, the U.S. army finally evened the odds with the deployment of the M26 Pershing in February 1945. Capable of taking out Tiger tanks at a range of 820m with its powerful M3 90mm gun, the Pershing was also well defended by its 102mm thick armor plating. Tamiya's model reproduces all the detail of the original tank on a compact 1/48 scale, without sacrificing any of the quality and ease of assembly that is the hallmark of our brand. The model accurately captures the long-barreled main gun, distinctive cast turret and ship bottom shaped lower hull. Like all the tanks in our 1/48 MM Series, the Pershing features assembly type tracks with straight sections made of a single link for easy assembly, as well as a diecast chassis for added weight and realism. 3 types of decals are included, allowing depiction of "Fireball" of the 3rd Armored Division, which was knocked out by a Tiger I on Feb. 26, 1945, as well as units serving in the Korean War.

30119848
3△33△
F25
FIREBALL

U.S. Medium Tank
M26 Pershing (T26E3)
(Item 32537)

A COMMANDING PRESENCE

1/48 U.S. MEDIUM TANK M26 PERSHING & RUSSIAN HEAVY TANK KV-2

БЕЙ ФАШИСТОВ!

Russian Heavy Tank
KV-2 Gigant (Item 32538)

KV-2 GIGANT

Towering over 3 meters high, and featuring almost unbelievable proportions, the Russian KV-2 tank is instantly recognizable for its gigantic, box-shaped turret designed to house the huge 152mm howitzer. The KV-2 featured thick armor that rendered it immune to everything but artillery and aircraft fire, and was capable of posing a formidable threat to the invading Germans. In order to faithfully replicate this unique vehicle down to the last detail, Tamiya designers conducted on-the-spot research on the sole remaining KV-2 tank, located at the Museum of the Red Army in Moscow. The accurately depicted 152mm gun and monster-sized turret can swivel freely, allowing a range of display options. An amazing level of detail captures the hull rivets and weld marks, along with exterior mounted equipment. The diecast chassis adds the heavy weight appropriate to a tank that weighed as much as 52 tons in real life, while the top section of the assembly type tracks features realistic slack effect.

1/48 Military Miniature Series —— A Growing World of Modeling Possibilities

Russian Heavy Tank KV-1 (32535)

BRITISH SHERMAN IC FIREFLY (32532)

German King Tiger "Production Turret" (32536)

Volkswagen Type 82E Staff Car
(32531)

6x4 Truck Krupp Protze (Kfz.70)
(32534)

German Aircraft Power Supply Unit
& Kettenkraftrad (32533)
(Airplane not included)

Citroën Traction 11CV Staff Car
(32517)

New Releases!

German King Tiger
"Porsche Turret" (32539)

German Sturmgeschütz III Ausf.G
Early Version
(32540)

TAMIYA

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SHIZUOKA 422-8610 JAPAN